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Pittsburg 2020: A Vision for the 21st Century
CITY OF PITTSBURG GENERAL PLAN

**FINAL ENVIRONMENTAL
IMPACT REPORT**

Response to Comments

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UNIVERSITY OF CALIFORNIA

SCH NO. 1999072109

June 2001

Exhibit "A"



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SCH NO. 1999072109

June 2001

Exhibit "A"

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I Introduction

The Draft Environmental Impact Report (EIR) for the City of Pittsburg General Plan (Sch No. 1999072109) was prepared by the City of Pittsburg, pursuant to the requirements of the California Environmental Quality Act (CEQA). The Draft EIR informs decision-makers and the general public of the potential environmental impacts related to the proposed General Plan. The Draft EIR also identifies mitigation measures to minimize potentially significant impacts, and evaluates reasonable alternatives to the proposed project.

The Draft EIR was circulated for a total of 119 days to allow for public and agency comments on the document's completeness and accuracy. Initially, public comment on the Draft EIR was scheduled for the CEQA-required 45-day period; the Notice of Completion stated that public comments were to be received by March 12, 2001. However, Planning Commission decided to extend the public comment period on the Draft EIR until May 25, 2001. During this time, Planning Commission conducted 9 public hearings, and accepted written and oral comments on the Draft General Plan and Draft EIR.

Written and oral comments received on the Draft EIR are addressed in this Response to Comments document, which together with the Draft EIR (January 2001), constitute the Final EIR. The Final EIR must be considered by decision-makers before approving the proposed General Plan.

CEQA Guidelines Section 15132 states that the Final EIR shall consist of:

- The Draft EIR or a revision of the Draft.
- Comments and recommendations received on the Draft EIR, either verbatim or in summary.
- A list of persons, organizations, and public agencies commenting on the Draft EIR.
- The response of the Lead Agency to significant environmental points raised in the review and consultation process.
- Any other information added by the Lead Agency.

1.1 METHOD OF ORGANIZATION

In compliance with CEQA, this Response to Comments document responds to all written and oral comments received during the public review period for the Draft EIR.

- *Chapter 2: Response to Comments* contains copies of all written comments received. Immediately following each comment letter are the City of Pittsburgh's responses. Chapter 2 also contains the adopted minutes from the February 13, 2001 Planning Commission hearing, summarizing oral comments on the Draft EIR. Immediately following the minutes are the City of Pittsburgh's responses.

Each comment has been labeled with an identification letter and number in the right margin of the comment letter, for reference to its response. The comments are labeled alphanumerically by letter and comment number, as in comment "A-2" (meaning the second comment in comment letter A).

If a comment is related to the Pittsburgh Draft General Plan and not CEQA-required environmental analysis, it is indicated that the comment, concern, or position "relates to the General Plan." If a comment is worded as a statement to be entered into record, it is indicated that the comment, concern, or position of the comment "is noted."

- *Chapter 3: Policy/Mitigation Correspondence Table* is a compilation of all of the policy/mitigation changes resulting from the Response to Comments, Planning Commission direction, and staff-initiated corrections and clarifications. It contains all revised and new General Plan goals and policies, including both text changes and/or numbering changes. Revisions to policy/mitigation text are indicated herein as redline for additions and ~~strikeout~~ for deletions.
- *Chapter 4: Text Revisions to the Draft EIR* is a compilation of all the text revisions to the Draft EIR. These revisions includes those from the Response to Comments, Planning Commission review of the General Plan, and staff-initiated corrections and clarifications. Revisions to the Draft EIR are indicated herein as redline for additions and ~~strikeout~~ for deletions.
- *Chapter 5: Graphic Revisions to the Draft EIR* contains new and revised figures for reference in the Draft EIR, based on the Response to Comments, Planning Commission direction, and corrections and clarification. Each revised Draft EIR figure is identified by a lowercase "b" following the figure number, as in "Figure 2-2b."

This Response to Comments document, together with the Draft EIR, constitutes the Final EIR. The Draft EIR is hereby incorporated by reference into this document. The Draft EIR is available for review at the City of Pittsburgh, Community Development Depart, 65 Civic Avenue.

1.2 CONCLUSIONS

The Draft EIR identified two impacts of the proposed General Plan that would be significant and unavoidable:

- Transportation - Increased traffic exceeding level of service (LOS) standards for roadway segments and signalized intersections (Impact 4.3-a).
- Air Quality - Inconsistency with the 1997 Clean Air Plan (Impact 4.4-b).

After considering and responding to all of the comments submitted on the Draft EIR, the Final EIR still concludes that both of these impacts are significant and unavoidable.

The revisions to the Draft General Plan and Draft EIR are minor and have not lead to the identification of additional impacts, nor has there been an increase in the severity of previously identified impacts.

2 Response to Comments

This chapter includes written and oral comments on the Draft EIR from the following organizations, individuals, and agencies:

WRITTEN COMMENTS

- A Phillip John Torres
- B Marilyn Torres
- C California Delta Protection Commission
- D California Dept of Toxic Substances Control
- E East Bay Regional Park District
- F City of Clayton, Community Development Dept
- G Contra Costa Water District
- H Contra Costa Transportation Authority
- I City of Concord, Public Works Dept
- J Albert D. Seenoo Construction Company

ORAL COMMENTS

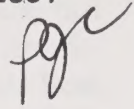
- K Pete Carpino
- L Ron Rives
- M Roger Riley
- N Ellen Kolb
- O Katherine Thomas
- P Gloria Thomas
- Q C. de Bonneville
- R Ben Johnson

Each comment has been labeled with an identification letter and number in the right margin of the comment letter, for reference to its response. The City of Pittsburgh's adopted Planning Commission minutes are included for reference to the oral comments.

12 February 2001

Pittsburg City Council
65 Civic Avenue
Pittsburg, California 94565

RECEIVED FEB 13 2001



Dear Pittsburg Planning Board:

Once again I have become aware of the city of Pittsburg's General Plan Draft Environmental Impact Report (DEIR) only days before the city council will meet to discuss it. Since the DEIR directly affects me directly as a property owner, I feel I should have had ample notice of this report, allowing me more than sufficient time to review it and prepare questions and comments. During the compilation of this DEIR, I should have been directly contacted and consulted about land uses that are on, that are near and/or that directly affect my property. It has been the city of Pittsburg's policy over the past several years to use exactly this tactic and it appears that the city's intention is to be discrete about its objectives to land owners who oppose Pittsburg's planned use of the owner's land. Clearly, if the city's general plan incorporates my property and directly affects me, I should be notified and consulted sufficiently in advance.

Let me state that I reserve the right to challenge and oppose ANY section, ideas, proposals, views, conclusions, results, context and/or decisions contained in and/or that result from the city of Pittsburg's General Plan DEIR (SCH NO. 1999072109 January 2001). Since I had insufficient notice of the city's DEIR, I am NOT limited to specific comments submitted at this time should litigation be necessary in the future. Whether or not it is explicitly stated or described in the City of Pittsburg's General Plan DEIR, I am especially and specifically opposed to:

- ◆ my property being incorporated into Pittsburg city limits
- ◆ having my property zoned as "open space"
- ◆ roads, highways, hiking/biking trails, water towers and the like on, near and/or through my property
- ◆ the high, medium and/or low density building of homes/structures on my property and/or the surrounding areas of my property
- ◆ any limiting, restricting, infringement and/or diminishing of agricultural use, specifically cattle ranching, on my property and/or the surrounding properties
- ◆ any building in the areas adjacent to or able to be seen from to the East Bay Regional Park properties
- ◆ building outside of the current Urban Limit Line
- ◆ the Buchanan road by-pass, most specifically through my property and/or my neighbor's property

Furthermore, I am very opposed to any planning on privately owned property without the permission of the owner. So-called "imminent domain" laws are inconceivable and have no merit in American society. If I were to come to your house and tell you that I needed to build a road through your home or that I had a better use for your property, would you comply? It is no different if it is my property or yours, there should never be any forced compliance. Specifically, the Buchanan road bypass is a case in point. If the

A-1

A-2

city does not own the land and the private owner does not wish to sell, why should the city be allowed to acquire it? I do not see how a city can even be allowed to plan for a land use if they do not own the land. The flag flying in front of my house is the flag of the United States of America. Provided I am not endangering the lives of others, that means that my possessions cannot be taken from me by the government (we are not Communist), nor should I be told how my property should be used. Wars have been fought over this very basic principle of freedom. It seems unimaginable how this activity can and does exist. I am strongly opposed to any type of forced building on privately owned property.

A-2

With all of the traffic, energy and water problems facing, not only the Bay Area (Pittsburg), but the entire state of California, it seems very illogical to continue the current growth trends. Immediately, planners respond that this is the very purpose of the DEIR, to plan responsibly for the future of the area. However, it appears evident to me that the main goal of the city of Pittsburg's planners has not been to preserve the unique qualities of this area and the quality of life it affords. Rather it has been to succumb to growth for financial gains and sacrifice quality of living for everyone. I believe that the city has a "get it while you can" attitude. One needs only to look to the neighboring cities like Antioch, Brentwood, Oakley and Clayton to see what explosive growth has accomplished (ruined). These cities need to stop growth also. Farmlands, ranches, orchards and once beautiful hills are covered with houses and structures. Traffic is a burden to everyone. Many animals like coyotes and foxes are now entering "subdivisions" and are being considered a threat to domestic cats and dogs, as well as small children. I have been around these animals my entire life and they are harmless, but when people move in, automatically the animals must go. These are only a few of the impacts on the area caused by rapid growth. One must remember that the problems we have at this very moment are the result of a previous General Plan that was to provide a great future!

A-3

At Pittsburg city meetings I have heard board members and building proponents comment that Pittsburg should not be left out or left behind in the building of new homes, especially "upscale" housing. I am unaware that growth is a competition. Builders are the ones who profit, while the rest of the populace suffers. I am in favor of the current Urban Limit Line and if anything, wish to see the urban area shrink and the area outside the line become larger. Pittsburg needs to continue its efforts to rebuild what area it already possesses. I have been around Pittsburg my entire life as I went from kindergarten through high school in Pittsburg public schools and I still have many friends that I made from my Pittsburg schooling. None of them live in Pittsburg and it's not because there is a lack of affordable housing (just ask them!). The quality of life has greatly suffered in Pittsburg and the surrounding areas.

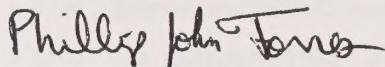
A-4

Please understand that I do not despise Pittsburg, nor do I wish Pittsburg not to flourish. Quite the contrary, I wish to see the unmatched qualities of this area preserved. Many people dislike Pittsburg, but I am very proud that I went to school in Pittsburg and that I went on to earn a Mathematics (Applications/Engineering) degree from the University of California. As a logical person, I cannot foresee any responsible way to continue building in this area. The limit has been reached and it is time to refurbish and maintain what Pittsburg already has. By upholding or even shrinking the current Urban Limit line (decreasing urban area and increasing rural area), Pittsburg will be taking

initiative to keep this area grand. It will not be that Pittsburg is being cheated or losing out, but rather that it has the foresight to see that building more houses in this area is a mistake. Pittsburg should disapprove of neighboring cities building on new areas, for it affects Pittsburg's quality of living as well. Pittsburg MUST stop building outside the Urban Limit Line and concentrate on its responsibilities within its city limits.

A-4

Sincerely,



Phillip John Torres
Property Owner
5780 Nortonville Road
Pittsburg, CA 94565

A PHILLIP JOHN TORRES (FEBRUARY 12, 2001)

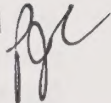
A-1 Mailings were sent to interested parties, and newsletters were sent to all City of Pittsburg residents. Following is a chronology of meetings held as part of the General Plan Update process; each of these meetings were noticed:

- Introduction to General Plan Process
 - March 9, 1998 - City Council, Planning Commission & Leisure Services Commission
 - June 16, 1998 - Chamber of Commerce
- First newsletter mailed to all residents - June 26, 1998
- Sketch Plans
 - July 28, 1998 - Community Advisory Committee (CAC)
 - August 31, 1998 - CAC
 - October 14, 1998 - CAC & Chamber of Commerce
 - November 17, 1998 – Planning Commission
 - December 2, 1998 – Planning Commission
- Preferred Plan
 - January 7, 1999 - CAC
 - January 8, 1999 - Chamber of Commerce
 - May 17, 1999 - City Council
 - November 1, 1999 – City Council
 - February 10, 2000 – Planning Commission
- Second newsletter mailed to all residents - January 10, 2000
- Draft General Plan/EIR Hearings
 - February 13, 2001 - Planning Commission
 - March 8, 2001 - Planning Commission
 - March 13, 2001 - Planning Commission
 - March 28, 2001 - Planning Commission
 - April 17, 2001 – Planning Commission
 - April 24, 2001 – Planning Commission
 - May 8, 2001 – Planning Commission
 - May 15, 2001 – Planning Commission
 - May 22, 2001 – Planning Commission
 - May 29, 2001 – Planning Commission
 - June 5, 2001 – Planning Commission
 - June 12, 2001 – Planning Commission
 - June 26, 2001 – Planning Commission

- A-2 Mr. Torres' land development preferences are noted. U.S. constitutional issues relating to property rights, zoning, and eminent domain are not directly related to CEQA-required environmental analysis.
- A-3 Consideration of Pittsburg's growth rate refers to the General Plan, and is not directly related to CEQA-required environmental analysis. By way of information:
- Draft EIR Section 4.2: Community Character, Impact 4.2-c contains mitigation for preservation of the visual character of hillsides.
 - Draft EIR Section 4.3: Transportation, Impact 4.3-a addresses roadway congestion and exceedence of LOS standards.
 - Draft EIR Section 4.9: Biological Resources, Impact 4.9-a contains mitigation for preservation of wildlife habitat.
- A-4 Mr. Torres' support of the County Urban Limit Line (ULL) is noted. Draft EIR Section 4.1: Land Use, Impact 4.1-b addresses the environmental significance of inconsistencies between Pittsburg's planned land uses and the County's ULL.

Marilyn Torres
5780 Nortonville Rd.
Pittsburg, CA 94565

February 12, 2001

RECEIVED FEB 13 2001 

City of Pittsburg
Community Development Department
Planning Division
65 Civic Avenue
Pittsburg, CA 94565

Dear Pittsburg Planning Commission,

Thank you for your letter giving me notice of your Public Hearing. Unfortunately, I only received it five days before the hearing was to take place giving me very little time to thoroughly read and respond to the DEIR - SCH NO> 1999072109. Although I have asked to be informed of meetings regarding this matter and put my name on list after list of people to notify, this whole process has gone by with only two letters (one a year ago and this one) being sent to me. Yet in the DEIR it states on page 2-2 that 'newsletters and community meetings were part of an extensive outreach program to involve the public in the update of the General Plan'. I guess this did not include the people that own and live on the property for which you are making plans and that had asked to be at the meetings involving this matter.

B-1

I can't believe that with all the traffic, utilities and other problems facing us, that all you can think of is more building. If the Planning Commission had planned ahead before they let all of the building begin, the traffic problem could have been lessened a great deal. Like making Buchanan Road four lanes when the land and state funds were there to do so. But for some reason (money?) building without planning is the rule. And I have news for you, the new houses are already visible in the hills. If not the houses, the walls around the houses. The DEIR states that if you can build in the hills, more open space will be available to the public. If you build, the very thing the public wants is gone. As through the years of meeting with you, I take offense to your repeated statements deeming cattle ranching and our very existence as insignificant. If I were to come to your homes and say I felt I had a better use for them than you - and it didn't matter how long you had been there or what you thought about my plan, it may make it seem more significant to you.

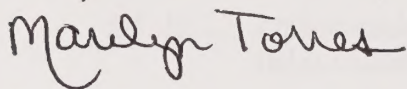
B-2

I want to go on record as saying I am against the Woodlands area extending out passed the urban limit line. I am against annexation, any development (including but not limited to trails not on existing roadways, water tanks, new roadways etc.) or any other disturbance of existing properties outside the established Urban Limit Line.

B-3

I do feel infill development is a step in the right direction as well as renewal of existing areas and working with neighboring cities. Transportation, but more importantly, quality of living in this once beautiful area should be foremost in any plan that is to carry us through the new century. Look around. Once prime agricultural lands are gone, and this will someday be very important to a bulging society. Food may become another disaster such as our energy crisis, because we do not plan ahead. No one ever thought we would see a day when power would be a luxury, and if cities keep taking the 'You can grow foods and raise cattle elsewhere' attitude, scarcity of food could also become a reality. Look at the Delta. Scenic vistas are gone. Stopped traffic and being crowded everywhere has taken their place and it will continue to get worse unless building is put on the backburner and solutions to the problems facing us now are solved.

Sincerely,

A handwritten signature in cursive script that reads "Marilyn Torres". The signature is written in dark ink and is positioned above the printed name.

Marilyn Torres

B MARILYN TORRES (FEBRUARY 12, 2001)

B-1 See response to comment A-1.

B-2 Consideration of urban growth refers to the General Plan, and is not directly related to CEQA-required environmental analysis. By way of information:

- Draft EIR Section 4.3: Transportation, Impact 4.3-a addresses roadway congestion and exceedence of LOS standards.
- Draft EIR Section 4.2: Community Character, Impact 4.2-b contains mitigation for preservation of hillside and ridgeline views.
- General Plan Section 4.2: Hillside Development now contains the following new policy:
4-P-19 Encourage lot configuration such that perimeter walls and fences along arterial corridors in the southern hills are not needed.

B-3 Ms. Torres' support of the County Urban Limit Line (ULL) is noted. Goals relating to redevelopment, transportation, agriculture, and scenic vistas refer to the General Plan, and are not directly related to CEQA-required environmental analysis. By way of information:

- Draft EIR Section 4.1: Land Use, Impact 4.1-b addresses land use inconsistencies relative to the County's ULL.

APPENDIX A: ENVIRONMENTAL IMPACT STATEMENT

1. Introduction

The purpose of this report is to provide a comprehensive overview of the environmental impacts of the proposed project. This includes a description of the project, the study area, and the methods used to assess the impacts.

The study area is located in the City of Pittsburg, California. The project is a proposed development of a new residential neighborhood. The project area is approximately 100 acres in size.

The methods used to assess the impacts include a review of the literature, field observations, and interviews with local residents and officials. The results of the assessment are presented in the following sections.

The first section of the report describes the project and the study area. This includes a map of the project area and a description of the proposed development. The second section describes the methods used to assess the impacts.

The third section describes the results of the assessment. This includes a description of the potential impacts of the project on the environment and the community. The fourth section describes the mitigation measures that will be implemented to avoid, minimize, or compensate for the impacts.

The fifth section describes the conclusions of the assessment. This includes a summary of the findings and a recommendation on whether the project should be approved. The sixth section describes the next steps in the process.

DELTA PROTECTION COMMISSION

14215 RIVER ROAD

P.O. BOX 530

WALNUT GROVE, CA 95690

Phone (916) 776-2290

FAX (916) 776-2293

E-Mail: dpc@cittlink.net Home Page: www.delta.ca.gov



February 14, 2001

RECEIVED
FEB 16 2001PLANNING DIVISION
COMMUNITY DEVELOPMENT
CITY OF PITTSBURG

Avanindra K. Gangapuram
City of Pittsburg
P.O. Box 1518
Pittsburg, CA 94565

Subject: City of Pittsburg General Plan Update Draft Environmental Impact Report

Dear Ms. Gangapuram:

I am writing regarding the above named environmental document, dated January 2001. The Delta Protection Commission itself has not had the opportunity to review the document or these comments, so these are staff comments only. My comments are based on the Commission's adopted land use plan and comments submitted to you in an August 2, 1999 letter regarding the Notice of Preparation. I have included for your reference a copy of that letter, as well as earlier correspondence to Randy Jerome regarding the City's conformance with the Commission's land use plan.

There are some areas within the City of Pittsburg (specifically, Browns Island and some water-covered areas) which lie within the legally-defined Delta Primary Zone. The environmental document does not make any reference to the Delta Protection Commission's jurisdiction over local government activities within the Delta's Primary Zone, nor the Commission's adopted land use plan. Because so little of the City's area is within the Primary Zone, it should be easy to ensure that Pittsburg's updated General Plan is in compliance with the Commission's plan. However, this issue should be addressed as part of the environmental document.

In 1995, the Delta Protection Commission drafted a "Resolution of Conformance by City of Pittsburg", intended as a vehicle by which the City Council would acknowledge that Pittsburg's General Plan and zoning ordinance were in compliance with the Commission's land use plan, but that if those circumstances change, the City would consider the policies in the Commission's plan as they apply to Browns Island. To date, the Commission has not yet received confirmation that the City of Pittsburg acknowledges the Commission's jurisdiction over the activities in this particular area. I am enclosing again, for your reference, this draft resolution. Under Assembly Bill 2930, chaptered by the State Legislature on September 21, 2000, the Delta Protection Commission is now a permanent State agency. I would like to see this issue resolved as part of the General Plan update.

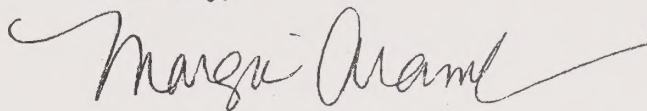
C-1

C-2

More information on the Delta Protection Commission, including links to the Delta Protection Act and the Commission's land use plan, are available on the Internet at www.delta.ca.gov. I am including for your information a map outlining the Legal Delta's Primary and Secondary Zones.

I again extend the offer to meet with you to discuss this matter further, or to give you more information about the Delta Protection Commission, its adopted land use plan, and its activities.

Sincerely,

A handwritten signature in black ink, reading "Margit Aramburu". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Margit Aramburu
Executive Director

DELTA PROTECTION COMMISSION

215 RIVER ROAD

P.O. BOX 530

NUT GROVE, CA 95690

Phone (916) 776-2290

Fax (916) 776-2293

Mail: dpc@citlink.net Home Page: www.delta.ca.gov



RECEIVED

FEB 16 2001

PLANNING DIVISION
COMMUNITY DEVELOPMENT
CITY OF PITTSBURG August 2, 1999

Avanindra K. Gangapuram
City of Pittsburg
P.O. Box 1518
Pittsburg, Ca 94565

Subject: Notice of Preparation for the City of Pittsburg General Plan Update
Draft Environmental Impact Report

Dear Ms Gangapuram:

I am writing regarding the above named NOP. The Delta Protection Commission itself has not had the opportunity to review the NOP, so these are staff comments only. These comments are based on the Commission's adopted land use plan and enabling legislation.

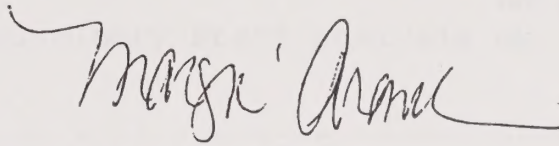
Some areas within the City of Pittsburg (Browns Island and some water-covered areas) are within the Primary Zone of the Delta. The Delta Protection Act states that local governments shall ensure that their general plans will be consistent with the criteria in Section 29763.5 of the Act with respect to land located within the Primary Zone. Both the Delta Protection Act and the Commission's Plan are available on the Commission's homepage at www.delta.ca.gov.

Because such limited areas of the City are in the Primary Zone, it should be easy to ensure that the update General Plan is in conformance with the Act and regional plan. I have attached a map showing the location of the boundary of the Primary Zone and relevant text from the Delta Protection Act.

I would be glad to meet with you to review the correspondence to date with City staff on these matters and would also be pleased to make a brief presentation to the City Council about the Commission, its plan, and its programs.

I will follow this letter with a phone call and look forward to working with you.

Sincerely,

A handwritten signature in dark ink, appearing to read "Margit Aramburu". The signature is fluid and cursive, with a long horizontal stroke at the end.

Margit Aramburu
Executive Director

Cc: Chairman Patrick N. McCarty
Supervisor Joe Canciamilla

DELTA PROTECTION COMMISSION

14215 RIVER ROAD
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PLANNING DIVISION
COMMUNITY DEVELOPMENT
CITY OF PITTSBURG

October 13, 1995

RECEIVED
FEB 16 2001

PLANNING DIVISION
COMMUNITY DEVELOPMENT
CITY OF PITTSBURG

To: Delta Protection Commission

From: Margit Aramburu, Executive Director

Subject: Staff Report and Preliminary Staff Analysis on
CITY OF PITTSBURG

Background:

The Delta Protection Act states that within 180 days of the adoption of the resource management plan, all local governments shall submit to the Commission proposed amendments which will cause their general plans to be consistent with the criteria in Section 29763.5 with respect to land located within the Primary Zone. The 180th day was August 22, 1995.

The Commission is required to review, and as appropriate, approve by a majority vote of the Commission membership, proposed general plan amendments of a local government, as to land within the Primary Zone. The Act allows the Commission to approve such amendments only after making all of the following written findings:
the general plan, and any development approved or proposed that is consistent with the plan:

- a. are consistent with the resource management plan (Land Use and Resource Management Plan for the Primary Zone of the Delta).
- b. will not result in wetland or riparian loss.
- c. will not result in the degradation of water quality.
- d. will not result in increased nonpoint source pollution.
- e. will not result in the degradation or reduction of Pacific Flyway habitat.
- f. will not result in reduced public access, provided the access does not infringe on private property rights.
- g. will not expose the public to increased flood hazard.

Analysis of Any Potentially Significant Adverse Environmental Impacts Resulting from the Proposal Which Were not Previously Addressed in the Commission's Planning Documents:

The Commission is required to identify any potentially significant adverse environmental impacts resulting from the proposal which were not previously addressed in the Commission's planning and environmental documents.

Because no General Plan amendment is proposed, and the existing plan adequately addresses the environmental resources in the Primary Zone in the City, there are no potentially significant adverse environmental impacts associated with the proposal.

Staff Recommendation:

Staff recommends that the Commission find the existing City of Pittsburg General Plan consistent with Section 29763.5 of the Delta Protection Act, with the understanding that if the existing land ownership ever changes, any future land use would have to be in conformance with the "Land Use and Resource Management Plan for the Primary Zone of the Delta". The City Council of the City of Pittsburg must review and confirm the findings of the Commission.

DRAFT

RESOLUTION OF ADOPTION OF SUBMITTAL OF CITY OF PITTSBURG

WHEREAS, the Delta Protection Commission adopted the "Land Use and Resource Management Plan for the Primary Zone of the Delta on February 23, 1995; and

WHEREAS, the Delta Protection Act requires that within 180 days of the adoption of the regional plan all local governments shall submit to the Commission proposed amendments which will cause their general plans to be consistent with the criteria in Section 29763.5 of the Act with respect to land located within the Primary Zone; and

WHEREAS, Randy Jerome, Manager of the Planning Division, submitted a letter dated January 17, 1995; and

WHEREAS, the Delta Protection Act requires that the Commission act on proposed general plan amendments within 60 days of submittal; and

WHEREAS, a public hearing and discussion was conducted at the Commission meeting of September 28, 1995; and

WHEREAS, before adopting the proposed general plan amendments, Public Resources Code Section 29763.5 requires the Commission to make the following findings:

- (a) The general plan, and any development approved or proposed that is consistent with the plan, are consistent with the regional plan.
- (b) The general plan, and any development approved or proposed that is consistent with the plan, will not result in wetland or riparian loss.
- (c) The general plan, and any development approved or proposed that is consistent with the plan, will not result in the degradation of water quality.
- (d) The general plan, and any development approved or proposed that is consistent with the plan, will not result in increased nonpoint source pollution.
- (e) The general plan, and any development approved or proposed that is consistent with the plan, will not result in the degradation or reduction of Pacific Flyway habitat.

WHEREAS, notice of the availability of the staff report and staff recommendation was provided to the public through a notice published on September 15, 1995, in the Sacramento Bee and the Stockton Record, both newspapers of general circulation in the Delta area, and

WHEREAS, Commission staff has consulted with all public agencies which have jurisdiction by law over the activities or resources affected by the existing general plan; and

WHEREAS Commission staff has prepared a written summary and response to all significant environmental points raised during the Commission's evaluation of the existing general plan and the summary and response were presented to the Commission for consideration and approval prior to or at the same time as the Commission considered the existing general plan for approval; and

WHEREAS the Commission finds that the existing general plan will not result in any potentially significant adverse environmental impacts resulting from the proposal which were not previously addressed in the Commission's planning documents; and

WHEREAS, the Commission finds that findings (a) through (k), above, regarding the existing general plan, satisfy the requirements of Public Resources Code Section 29763.5;

THEREFORE BE IT RESOLVED, the Delta Protection Commission hereby approves, by a majority vote of the Commission membership, the consistency of the General Plan of the City of Pittsburg, subject to review and confirmation of these findings by the City Council of the City of Pittsburg.

C CALIFORNIA DELTA PROTECTION COMMISSION (FEBRUARY 14, 2001)

- C-1 California Delta Protection Commission (DPC) is correct; DPC has jurisdiction over City activities in the Delta Primary Zone, which includes Brown's Island and adjacent inundated areas. Draft EIR Section 3.5: Plans of Surrounding Jurisdictions and Other Agencies now contains the following new text addressing the DPC, along with the attached Figure 3.5-1:

DELTA PROTECTION COMMISSION

Per the Delta Protection Act of 1992, the California Delta Protection Commission (DPC) is required to review and approve proposed General Plan amendments affecting land within the Primary Zone, as shown in Figure 3.5-1. Browns Island, located along the northeastern shore of Suisun Bay, lies within the DPC's Primary Zone. Browns Island is primarily owned by the State Lands Commission, leased to the East Bay Regional Park District; a portion of the Island is owned by the Port of Stockton.

- C-2 The provisions of the "Resolution of Conformance by City of Pittsburg" are noted. Draft EIR Section 3.5: Plans of Surrounding Jurisdictions and Other Agencies now contains the following new text recognizing compliance with the DPC's Land Use and Resource Management Plan:

Local governments must ensure that adopted General Plans, and any development approved or proposed under the General Plan, will be consistent with the DPC's Land Use and Resource Management Plan and will NOT:

- result in wetland or riparian loss;
- result in degradation of water quality;
- result in increased nonpoint source pollution;
- result in the degradation or reduction of Pacific Flyway habitat;
- result in reduced public access, provided the access does not infringe on private property rights;
- expose the public to increased flood hazard;
- adversely impact agricultural lands or increase the potential for vandalism, trespass, or the creation of public private nuisance on public or private land;
- result in the degradation or impairment of levee integrity;
- adversely impact navigation; or
- result in increased requirements or restrictions upon agricultural practices in the Primary Zone. (Section 29763.5)



Department of Toxic Substances Control



ston H. Hickox
cretary for
vironmental
tection

Edwin F. Lowry, Director
700 Heinz Avenue, Bldg. F, Suite 200
Berkeley, California 94710-2721

Gray Davis
Governor

March 9, 2001

Avanindra K. Gangapuram
City of Pittsburg
65 Civic Ave.
Pittsburg, CA 94565

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PLANNING DIVISION
COMMUNITY DEVELOPMENT
CITY OF PITTSBURG

Dear Mr. Gangapuram:

Thank you for the opportunity to comment on the draft Environmental Impact Report for the City of Pittsburg General Plan Revision, SCH# 1999072109. As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a Resource Agency, DTSC, is submitting comments to ensure that the environmental documentation prepared for this project to address the California Environmental Quality Act (CEQA) adequately addresses any required remediation activities which may be required to address any hazardous substances release.

The proposed Planning Area includes 41.1 square miles of land, within which lie both the Sphere of Influence (SOI) and the city limits. The Planning Area is bordered by the Sacramento River/Suisun Bay to the north. Steep hills and the Black Diamond Mines Regional Preserve mark the south and southeastern limits of the Planning Area respectively. The project description does not include a detailed description of past site uses for vacant areas within the Loveridge and Northeast River subareas. We recommend that historical assessments of their past uses be done since these areas are generally associated with industrial use. Based on that information, sampling may need to be conducted to determine whether there is an issue which will need to be addressed in the CEQA compliance document. Along with the Loveridge and Northeast River subareas we also recommend that sampling be done along the area bordering the Concord Naval Weapons Station proposed for low density residential use. If hazardous substances have been released in any of these areas, they will need to be addressed as part of this project.

D-1

For example, if the remediation activities include the need for soil excavation, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local

D-2



Mr. Gangapuram
March 9, 2001
page two

standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of upset should be there an accident at the site.

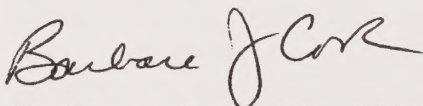
D-2

DTSC can assist your agency in overseeing characterization and cleanup activities through our Voluntary Cleanup Program. A fact sheet describing this program is enclosed. We are aware that projects such as this one are typically on a compressed schedule, and in an effort to use the available review time efficiently, we request that DTSC be included in any meetings where issues relevant to our statutory authority are discussed.

In the near future, DTSC will be administering the \$85 million Urban Cleanup Loan Program, which will provide low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. The Program is composed of two main components: low interest loans of up to \$100,000 to conduct preliminary endangerment assessments of underutilized properties; and loans up to \$2.5 million for the cleanup or removal of hazardous materials also at underutilized urban properties. These loans are available to developers, businesses, schools, and local governments. A fact sheet regarding this program is attached for your information.

Please contact Ed Gillera at (510) 540-3826 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,



Barbara J. Cook, P.E., Chief
Northern California - Coastal Cleanup
Operations Branch

Enclosures

D CALIFORNIA DEPT OF TOXIC SUBSTANCES CONTROL (MARCH 9, 2001)

- D-1 California Dept of Toxic Substances Control's concern regarding historical assessment of industrial properties is noted. General Plan Section 10.3: Hazardous Materials now contains the following new policy addressing remediation of contaminated industrial sites:

10-P-35 Require historical assessments and/or sampling as part of the environmental review process for redevelopment projects in the Loveridge and Northeast River subareas. Ensure that contamination from industrial waste is mitigated before redevelopment occurs.

- D-2 Individual project EIRs will address CEQA requirements for soil excavation, potentially required for remediation of contaminated sites.



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PLANNING DIVISION
COMMUNITY DEVELOPMENT
CITY OF PITTSBURG

March 9, 2001

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Mr. Avanindra K. Gangapuram
City of Pittsburg
Community Development Department
65 Civic Avenue
Pittsburg, CA 94565

RE: Pittsburg 2020 General Plan Update / Draft EIR

Dear Mr. Gangapuram:

Thank you for providing a copy of Pittsburg's Draft 2001 General Plan and DEIR for review by the East Bay Regional Park District. The District manages the largest areas of open space (Black Diamond Mines and Brown's Island) and regional trails (Delta DeAnza) serving residents of Pittsburg and surrounding communities. We are pleased to see Pittsburg's preferred alternative's emphasis on downtown infill, transit-oriented development and waterfront public access, and preservation of open space, viewsheds and natural resources in most of the southern hill areas of the city.

Some mitigation measures proposed in the DEIR do not appear to be entirely consistent with policies proposed in the general plan. The General Plan, under *Hillside Low Density* (p. 2-16) states that "*Clustered development, with at least 50 percent of the site retained in an open, natural character, should be encouraged.*" The DEIR, proposed mitigation 4-P-17 (p. 4-23) states: "*Allow density bonuses of 10 percent (maximum) for preservation of 40 percent or more of a project's site area as open space,*" (emphasis added). The City should clarify this discrepancy in the general plan and subsequent Hillside Protection District Regulations. The City may also wish to consider an overlay district where such clustering would be mandatory.

E-1

Another question which is not addressed in the present general plan policies is the control of the *size* of homes, particularly in estate lot situations, in relation to view protection. This would be worth considering as a general plan policy to be further detailed in the Hillside Protection Regulations.

E-2

Woodlands

The Park District is very pleased to see future land use plans retaining the South Hills and Black Diamond Areas in an Open Space designation. We are concerned, however, with the

E-3



indication of the Woodlands area (DEIR, figure 4.1-3) as a future extension of the Sphere of Influence and Low Density Hillside Development area. This area borders the Black Diamond Mines Regional Preserve and is outside of the Contra Costa County Urban Limit Line. The DEIR addresses the inconsistency with the ULL as a “*Less than significant impact*” in terms of land use and planning policy (Impact 4.1-b). *The EIR should also address environmental impacts development would have in this area*, particularly biological impacts and geologic hazards. Nortonville Road follows the upper reaches of Kirker Creek through areas of extremely sensitive habitat. Development along this riparian area, as well as increased traffic on Nortonville Road, would have significant impacts to this habitat area. Additionally, the steep hillsides along Nortonville road are extremely prone to slides and potential cave-ins of former mine shafts underlying the area. We believe that this area is unsuitable for residential development.

E-3

Buchanan Bypass

The District is also concerned with references to the Buchanan Bypass (General Plan Land Use Diagram, fig. 3.4-1, and text references at p. 3-13, no. 7). The impacts of developing this thoroughfare through the rural hills are not discussed in the Transportation or other sections of the EIR. *Impacts to geological conditions (grading, land slides), biological resources, traffic and land use, as well as cumulative and growth inducing impacts should be discussed in the document, or references to the project should be deleted.*

E-4

Biological Resources / Buffer Areas

Mitigation 9-P-9 discusses buffer areas for creek and wetland habitat, and states that “*No development should occur within these buffer areas, except as part of greenway enhancement (for example, trails and bikeways),*” (emphasis added). From the point of view of the resource agencies, even trail development may be inappropriate in buffer areas, particularly along riparian corridors where endangered species habitat is concerned. We would therefore recommend that developers be encouraged to reserve space *outside of the habitat buffer* where trails may not be appropriate within it, and that Mitigation Measure 9-P-1 be revised to state: “*Cooperate and consult early with State and federal agencies to ensure that development does not substantially affect special status species...*” We also suggest that General Plan Policy and Mitigation Measure 9-P-9 clarify that the 50 to 150 foot buffer zone is *on each side of the creek bed*, and that the width is at the discretion of the resource agencies.

E-5

Hillside Protection / Open Space Areas

The District endorses policies 9-P-5, encouraging expansion of the open space system and preservation of grasslands habitat in the southern hills and 9-P-7, encouraging development plans to preserve large unbroken blocks of open space and habitat corridors. We would also recommend the addition of a policy to establish a long-term funding mechanism to support the management developer open space dedications (whether to the City or Park District).

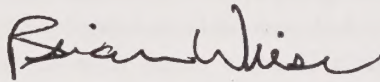
E-6

Regional Trails

Under policy / mitigation 8-P-117, "*Pursue the development and extension of local and regional trails throughout the Planning Area by utilizing available public utility rights of way,*" we would recommend including an additional trail opportunity to develop a shoreline trail along the abandoned Union Pacific Railroad right-of way connecting Bay Point with Pittsburg. This could provide a scenic shoreline trail opportunity of over three miles in length.

The East Bay Regional Park District appreciates the opportunity to comment on the Pittsburg 2020 General Plan Update DEIR. Please retain us on your list for followup documents and public hearings. Feel free to contact me at 510 / 544-2623 with any questions about these comments.

Sincerely,



Brian Wiese
Interagency Planning

E EAST BAY REGIONAL PARK DISTRICT (MARCH 9, 2001)

E-1 Referenced mitigation Policy 4-P-17 is now revised as follows:

4-P-17 Encourage clustering of Hillside Low Density units in the southern hills, with resulting pockets of open space adjacent to major ridgelines and hillside slopes. Allow density bonuses of 10 percent (maximum) for preservation of 40-60 percent or more of a project's site as open space.

By way of information, General Plan Section 2.2: General Plan Diagram and Use Classifications also contains the following revised text describing the Hillside Low Density land use classification:

Hillside Low Density. Single-family (attached or detached) residential development ~~of up to less than 5.0 units per gross acre in the southern hills on sites generally with a slope of less than 15 percent.~~ Maximum densities should be allowed only in flatter natural slope areas or non-environmentally sensitive level areas. ~~on sites with slopes between 15 to 30 percent should not exceed 2.0 units per gross acre, and development on slopes predominantly greater than 30 percent should be avoided.~~ Clustered development, with at least 50 percent of the site retained in aAn open, natural character should be encouraged by clustering homes and minimizing cut-and-fill of natural hillsides. The average density assumed for General Plan build-out calculations in this classification is 3 units per gross acre.

E-2 Consideration of standards addressing limitations on bulk and coverage refer to the General Plan, and are not directly related to CEQA-required environmental analysis. By way of information, General Plan Section 2.4: City-wide Land Use Policies contains the following new policy text addressing maximum site coverage:

2-P-18 Limit maximum site coverage to 40 percent during approval of new and remodeled single-family residential units.

E-3 East Bay Regional Park District's concerns regarding the potential environmental impacts of proposed development in the Woodlands subarea are noted. By way of information:

- Draft EIR Section 4.9: Biological Resources, Impact 4.9-a contains mitigation targeted at minimizing degradation of sensitive habitat areas.
- Draft EIR Section 4.12: Geology and Seismicity, Impact 4.12-a addresses landslide, soil slump and other geologic hazards.
- Draft EIR Section 2.3: Approach notes:

As a Program EIR, this document focuses on the overall effects of the General Plan in the Planning Area; the analysis does not examine the effects of site-specific projects that may occur within the overall umbrella of this program in the future...

E-4 East Bay Regional Park District's concerns regarding the potential environmental impacts of Buchanan Bypass are noted The Buchanan Bypass will undergo a project-level environmental impact report prior to its design as specified in the East County Action Plan. The project-level EIR will examine specific issues related to geological, biological, and traffic conditions. The

General Plan traffic analysis examined the Buchanan Bypass in its broader context as part of Pittsburg's overall transportation system and evaluated specific intersections along its length. By way of information, Draft EIR Section 2.3: Approach notes:

As a Program EIR, this document focuses on the overall effects of the General Plan in the Planning Area; the analysis does not examine the effects of site-specific projects that may occur within the overall umbrella of this program in the future...

- E-5 East Bay Regional Park District's concern regarding habitat preservation within creek setback areas is noted. Referenced mitigation Policy 9-P-1 is now revised as follows:

9-P-1 ~~Cooperate with State and federal agencies to~~ Ensure that development does not substantially affect special status species, as required by State and federal agencies and listed in Table 9-1. Conduct assessments of biological resources as required by CEQA prior to approval of development within ~~300 feet of creekways, wetlands, or~~ habitat areas of identified special status species, as depicted in Figure 9-1."

Referenced mitigation Policy 9-P-9 is now revised as follows:

9-P-9 Establish creek ~~protection areas~~ setbacks along riparian corridors, extending a minimum of ~~50 to 150 feet laterally from the tops of streambanks on each side of the creekbed.~~ Setback buffers for habitat areas of identified special status species and wetlands may be expanded as needed to preserve ecological resources. ~~No development should occur within these buffer areas, except as part of greenway enhancement (for example, trails and bikeways).~~

Additionally, General Plan Section 9.1: Biological Resources and Habitat now contains the following new policy text addressing improvements in creek setbacks:

9-P-10 No development should occur within creek setback areas, except as part of greenway enhancement (for example, trails and bikeways). Encourage developers to reserve space outside of the creek setbacks where endangered species habitat makes trail development inappropriate.

- E-6 Consideration of long-term funding for open space refers to the General Plan, and is not directly related to CEQA-required environmental analysis.

- E-7 Referenced mitigation Policy 8-P-17 is now revised as follows:

8-P-17 Pursue the development and extension of local and regional trails throughout the Planning Area by utilizing available public utility rights-of-ways including:

- *Kirker Creek.* The Kirker Creek easement could be developed as a creekside trail, connecting other trails and open spaces throughout the City with the hiking trails in the Black Diamond Mines Regional Preserve.
- *Contra Costa Canal.* The Contra Costa Canal provides a meandering right-of-way throughout the southern portion of Pittsburg. A trail along this right-of-

way could link several neighborhoods with the Railroad Avenue commercial corridor.

- *PG&E Utility ROW.* PG&E holds a right-of-way for the power/utility lines that run north-south from the southern hills to the power plant on the waterfront, an ideal corridor for public access.
- *Union Pacific Railway.* The abandoned Union Pacific Railroad ROW provides a scenic shoreline opportunity of over three miles in length, connecting Bay Point with Pittsburg.



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PLANNING DIVISION
COMMUNITY DEVELOPMENT
CITY OF PITTSBURG

March 12, 2001

Randy Jerome
Community Development Department
65 Civic Avenue
Pittsburg, CA 94565

Subject: Comments on Draft Environmental Impact Report for General Plan Revision

Dear Mr. Jerome:

We have reviewed the Draft Environmental Impact Report (EIR) for the City of Pittsburg General Plan Revision and have the following comments.

Page 4-10 In the discussion of Impact 4.1-b, the Draft EIR concludes that inconsistency with the Contra Costa County urban limit line (ULL) is a *less-than-significant* impact. Since this line was approved by a majority of voters countywide, growth in areas outside of the ULL would be a *significant* impact and should be noted as such in the EIR. In addition, mitigation measures should be identified to reduce these impacts, possibly by reducing densities in these outlying areas (e.g., the Woodlands subarea), or by pulling in the projected growth boundaries.

F-1

Page 4-22 The viewshed analysis provided by Figure 4.2-1 does not provide adequate detail for readers to make a determination on the potential visual impacts of development in the South Hills and Woodlands subareas. Development in these areas appears to have the potential to adversely affect views of the hillsides from off-site locations. However since Figure 4.2-1 does not show subarea boundaries or roads, the general location of the future development cannot be identified, nor the potential impacts. As a result, the discussion of Impact 4.2-b needs a more detailed viewshed analysis with identification of subarea boundaries, roads, or other landmarks. The analysis should also include description of viewshed impacts from off-site locations, including along the Kirker Pass Road corridor and from other jurisdictions, including Clayton. A scale comparable to the that used for Figures 2-4n and 2-4o in the general plan would allow adequate analysis.

F-2

Page 4-38 The traffic analysis provided in this section and Appendix A of the Draft EIR only addresses roadway segments within the planning area of the draft general plan. Numerous studies conducted by TRANSPLAN and TRANSPAC have documented the adverse traffic impacts on Kirker Pass Road and Ygnacio Valley Road resulting

F-3

from commuters residing in Pittsburg and other east county areas. The additional residential development shown in the draft general plan will significantly increase the number of commuters using the Kirker Pass Road / Ygnacio Valley Road corridor to access employment sites located in central Contra Costa County and other westward locations. In accordance with Section 15064(d) of the *State CEQA Guidelines*, these additional commuters create a direct effect caused by the project which must be analyzed and mitigated in the Draft EIR. Therefore, we request analysis of the following traffic issues on the Kirker Pass Road / Ygnacio Valley Road corridor between Pittsburg and the Alberta Way intersection. This corridor serves as the primary entry point to the City of Clayton and effects on its operation are of great concern to the City of Clayton.

- Current and projected traffic volumes for all roadway segments.
- Current and projected levels of service at all signalized intersections. Analysis of projected conditions should specifically identify the project-related traffic and cumulative traffic.
- Identification of safety hazards created by the additional traffic as well as roadway improvements needed to mitigate the hazards.
- Identification of funding mechanisms to mitigate the identified impacts.
- Consistency with the *Contra Costa Countywide Comprehensive Transportation Plan* adopted by CCTA, which includes the *Action Plan for Routes of Regional Significance* and Subregional Mitigation Program adopted by TRANSPAC.

F-3

This regional analysis of transportation impacts is consistent with the methodology for transportation impacts noted in the Notice of Preparation for the Draft EIR dated July 21, 1999, which stated, "The General Plan EIR will address impacts to *both regional and local street networks....[emphasis added]*". We request that this analysis of the regional street network, including the Kirker Pass Road / Ygnacio Valley Road corridor, be provided.

Since the analysis and mitigation of regional traffic impacts on the Kirker Pass Road / Ygnacio Valley Road corridor will constitute significant new information, we request that a recirculation of the revised Draft EIR be conducted in accordance with Section 15088.5(a) of the *State CEQA Guidelines* in order to allow adequate public and agency review.

F-4

Page 4-57

The "Thresholds of Significance" for agricultural impacts should address the land use incompatibilities between agricultural activities, including grazing, and low density residential development. Numerous studies have documented the land use incompatibilities between low-density residential development and grazing activities, including parcelization, dust, odors, trespassing, and vandalization of farm equipment and fences.

F-5

Page 4-61 Intrusion of Low Density (1-7 units/acre) and Hillside Low Density (<5 units/acre) residential development into range lands in the Woodlands subarea will result in significant adverse impacts to the existing grazing operations. These adverse impacts will result from removing lands from grazing, parcelization, trespassing, and vandalization of farm equipment and fences. Cumulatively, these impacts reduce the long-term economic viability of ranging operations. In addition, the proximity of grazing operations to residential development will have negative impacts on the residential development, including dust and odors. These impacts are significant and should be mitigated.

F-6

While not strictly under the purview of CEQA, this project appears to require evaluation under the General Plan amendment process required by the Contra Costa Transportation Authority.

We appreciate the opportunity to comment on the Draft EIR. Please continue to provide copies of all documents regarding this project to the Clayton Community Development Department.

Sincerely,



Jeremy Graves, AICP
Community Development Director

c: City Council
 Planning Commission
 City Manager
 City Attorney
 City Engineer
 TRANSPAC

F CITY OF CLAYTON, COMMUNITY DEVELOPMENT DEPT (MARCH 12, 2001)

- F-1 The City of Clayton's position regarding the County Urban Limit Line (ULL) is noted. Consideration of Pittsburg's land use pattern refers to the General Plan, and is not directly related to CEQA-required environmental analysis. By way of information:

The amount of land acreage outside of the County's ULL proposed for Hillside Low Density Residential development is 260 acres, resulting in approximately 790 new housing units. However, the amount of land acreage within the ULL proposed for Open Space is 930 acres. If this open space acreage within the ULL, located primarily within the foothills, were to build-out under the Hillside Low Density Residential designation, approximately 2,800 new housing units would be developed. This figure is 2,000 units greater than the number of clustered housing units proposed along Kirker Pass and Road and San Marco Boulevard, outside of the ULL.

- F-2 More detailed mapping of the Pittsburg Viewshed Analysis is shown in Figure 4.2-1b (attached); this figure replaces Figure 4.2-1 in Draft EIR Section 4.2: Community Character. The figure has been enlarged to illustrate viewsheds within the City's Planning Area. Specific viewshed areas are identified from different viewpoints located throughout the City, including Kirker Pass Road. Proposed roads and subarea boundaries are also shown. Views within the South Hills and Woodlands subareas are preserved through strategically placed open space pockets.

- F-3 The City of Clayton's concern over traffic impacts to the Kirker Pass Road and Ygnacio Valley Road corridors are noted. There are many transportation projects underway or in planning and design stages that affect the commute between East and West Contra Costa County, including the widening of State Route 4, traffic management plans in Walnut Creek and Concord, and possible ramp metering along I-680, State Route 4, and 242. Many of these projects are inter-related and need to be analyzed in conjunction with one another. For example, analysis of the Kirker Pass Road traffic management plan (TMP) needs to be coordinated with Walnut Creek's TMP, resulting in a study of the entire corridor.

Addressing the collective effects of these projects is beyond the ability and purpose of the General Plan Draft EIR. The City of Pittsburg recognizes that all of these issues will be addressed in the East Central Traffic Management Study (ECTMS). The ECTMS will analyze additional control points between East and Central County, and develop a coordinated TMP for arterial streets in Pittsburg, Concord and Walnut Creek reflecting future growth in the area. The City of Pittsburg supports this study and provides staff representation on the Study's Technical Advisory Committee.

- F-4 The Pittsburg City of Pittsburg will not recirculate the General Plan Draft EIR.

- F-5 The City of Clayton's position regarding land use compatibilities between agricultural activities and residential development is noted. Draft EIR Section 4.5: Parks, Open Space, and Agricultural Resources, Impact 4.5-c now contains the following text addressing such incompatibilities:

Studies have documented the land use incompatibilities between residential uses and agricultural activities, including parcelization, dust, odors, trespassing, and vandalization. However, the General Plan is proposing expansion of Hillside Low Density housing units adjacent to local intermittent grazing areas. Because much of these agricultural/grazing lands have been removed from agricultural use over the last decade, land use incompatibilities will be minimal.

F-6 The City of Clayton's concern regarding impacts of new residential neighborhoods on existing grazing/agricultural activities is noted. Draft EIR Section 4.5: Parks, Open Space, and Agricultural Resources, Impact 4.5-c now contains the following new policy mitigating expansion of hillside residential uses in the southern hills:

2-P-29 During development review, ensure that the design of new hillside neighborhoods minimizes potential land use incompatibilities with any grazing/agricultural activities in the southern hills.



**CONTRA COSTA
WATER DISTRICT**

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Concord, CA 94524
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PLANNING DIVISION
COMMUNITY DEVELOPMENT
CITY OF PITTSBURG

March 12, 2001

Via Fax 925/252-4814

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Walter J. Bishop
General Manager

Avan Gangapuram, Project Planner
Community Development Department
City of Pittsburg
65 Civic Avenue
Pittsburg, California 94565

Subject: Comment on Draft EIR for the Pittsburg General Plan Revision

Dear Mr. Gangapuram:

Thank you for the opportunity to review and comment on the Draft EIR for the Pittsburg General Plan Revision. The portion within the current city boundaries is also within the boundaries of the Contra Costa Water District (CCWD).

The proposed Pittsburg General Plan is a new document that replaces the existing 1988 General Plan. The General Plan is comprised of goals, policies, a land use diagram, and other figures to guide future development with the City's Planning Area. Additionally, policies within the Downtown Element are intended to replace the 1986 Downtown Specific Plan. The General Plan includes seven elements required by State law -- Land Use, Transportation, Conservation, Open Space, Safety, Noise, and Housing -- as well as optional elements, including Downtown, Growth Management, Urban Design, Economic Development, and Public Facilities.

The following CCWD comments cover four major areas: annexation/inclusion approvals necessary to obtain needed water supplies, buildout water demands, endangered species issues and hillside development drainage impacts. The comments are made in the sequence of the document. All recommended changes or added wording are shown in **bold print**.

4.8 Water, Wastewater and Solid Waste, Pages 4-74 through -78.

Under Water Provision, there is no description of the process necessary to obtain the necessary water supplies for development proposed in the Land Use Diagram outside current water service area boundaries. This description was outlined in the CCWD NOP Response dated August 13, 1999 (see Attachment 1 NOP Response, page 2, second paragraph). The General Plan Land Use Diagram (Figure 3.4-1 on page 3-14) identifies

G-

eight areas in the foothill areas totaling an estimated 490 acres, ranging from an estimated 15 to 100 acres each, which are currently outside CCWD and the Central Valley Project (CVP) contract area. For a new area outside CCWD to be served water supplies by CCWD, annexation must be approved by the Contra Costa Local Agency Formation Commission (LAFCO) and inclusion approved by the U.S. Bureau of Reclamation. Inclusion is the approval of the annexation area into the CCWD's Central Valley Project (CVP) contractual service area. CCWD annexation is normally included as part of the reorganization application by the City of Pittsburg to the Contra Costa LAFCO. Reclamation's review of the inclusion application includes meeting federal statutes and regulations, including the Endangered Species Act (ESA). If ESA listed species are identified at the project site; there are three optional processes currently available in order to obtain federal agency concurrence on local projects:

1. complete a section 7 consultation under the provisions of ESA with either Reclamation or another federal agency.
2. obtain a section 10 (a) (1) (B) permit under ESA from the U.S. Fish and Wildlife Service or,
3. fall within the jurisdiction of a regional Habitat Conservation Plan or HCP.

G-1

Private party applicants are encouraged by Reclamation to undertake ESA section 10 consultation directly with the Service.

For CCWD to issue a Confirmation Letter (of water supply) to the City of Pittsburg for new annexation areas, CCWD will need: (1) inclusion approval from Reclamation, and (2) to issue a *de minimis* determination that the cumulative increase in demand does not exceed 5% of the projected buildout water demands as presented in the Los Vaqueros Project EIR/S (1993) Table 1-1. The projected buildout water demands for the eight areas currently outside the LVP Planning Area is 930 af/y, or 1/2 of 1% (.005) of LVP critical year buildout demand. Currently, this demand when combined with known other projects falls within the acceptable 5% deviation; however, development timing with respect to other future projects will be a factor for issuance of *de minimis* determinations for these future Pittsburg projects. Therefore, timely compliance with Reclamation's requirements for inclusion is encouraged.

Table 4.8-3 identifies Water Demand Projections, Pittsburg: 1990-2020. The 2020 demands are shown as 5,300 million gallons per year (mg/y), or 16,271 acre feet per year (ac/y). The demand figure is based on a projected city population of 80,600, and an assumed 180 gallons of per capita usage per day. Reference to the CCWD Future Water Supply Study (FWSS) prepared in 1996 indicates 2020 average annual water demands of 14,310 af/y based on a previously projected population of 70,450. The FWSS 2020 Pittsburg population was based on the current (1988) City General Plan with an extrapolation of ABAG (Association of Bay Area Governments) projected growth rates to 2020.

G-2

CCWD's water demand projections in the FWSS are also based on Water Use Factors which apply to normal demands associated with generalized land uses, rather than per capita demands as used in the Draft EIR. A review of the various new General Plan land use acreages shown in Table 4.1-2, shows buildout water demands ranging between 11,075 to 14,307 af/y which coincides with the FWSS 2020 figure for Pittsburg, above.¹

While the new General Plan represents an increased population and resultant per capita water demand estimate over CCWD's previous water supply planning, but it is not considered to be significant since the difference (1,961 af/y) represents only about 1% of the overall CCWD 2040 demand, and the demand estimates by the two methods (per capita and land use) remain within the anticipated range of projections for long term supplies.

G-2

The conclusion is that the application of either per capita consumption or WUF's based on developed acreage for estimating future water demands does not indicate a significant deviation from the FWSS water demands for Pittsburg through 2020 and buildout, as currently envisioned in the new General Plan.

On page 4-78, first paragraph, please replace "The annual contract between the City and .." with the wording **CCWD regulations do** since the two agencies do not currently operate with annual water supply contracts.

G-3

Under Mitigation Measures, it is recommended that two mitigation measures be added addressing the inclusion of additional lands (annexations) into the CVP service area. Consistent with the wording in Mitigation Measure 9-P-1 under Biological Resources, the new Water, Wastewater and Solid Waste mitigation measures should read:

Cooperate with CCWD to ensure compliance with CCWD regulations and State law, including CEQA for new development requiring annexation to CCWD. Cooperate with CCWD in processing all necessary information to allow a determination if Los Vaqueros facilities can be used to service areas outside the approved areas for Los Vaqueros.

G-4

Cooperate with federal agencies to ensure that new development requiring inclusion into the CCWD Central Valley Project contract service area addresses the requirements of federal statutes and regulations, including NEPA and the Federal Endangered Species Act. Encourage project proponents to provide all required information for consultation purposes, if necessary, under either ESA Sections 7 or 10, or under a Habitat Conservation Plan.

¹ The ranges are derived from overlapping Water Use Factors and residential density categories. For example, Table 4.1-3 Standards for Density and Development Intensity show "Hillside Low Density Residential" development to be within the range of 1.1 to 5.0 dwelling units per acre, while CCWD uses two WUF's to cover this range (1.1 for 1.0 to 2.9 d.u.'s per acre and 1.9 for 3.0 to 4.9 d.u.'s per acre).

4.9 Biological Resources, Pages 4-83 through -91.

In Table 4.9-1 Special Status Species Known to Occur or Potentially Occurring within Pittsburg Planning Area, several references to occurrence status may need to be reviewed.

Under Amphibians, it is noted that "No occurrences of [California] red-legged frog have been reported from the Planning Area." The Interim Service Area Map (see Attachment 2, for June 2000 copy), however, prepared by CCWD and Reclamation identifies three occurrences of the California Red-Legged Frog inside the Planning Area based on current Department of Fish and Game Natural Diversity Data Base (NDDB) information. These three occurrences are: (1) along Kirker Pass Highway (E1/2 Section 36, Township 2 North, Range 1 West), (2) one-quarter mile west of Kirker Creek (NE 1/4 Section 8, Township 1 North, Range 1 East), and (3) adjacent to city boundary (SW 1/4 Section 24, Township 2 North, Range 1 West).

G-5

Under Mammals, the occurrences of the San Joaquin Kit Fox are reported only at Black Diamond Mines Regional Preserve. However, the Interim Service Area Map shows at least five additional sightings reported outside the current Black Diamond Mines Regional Preserve (boundaries as shown in Figure 4.5-2), with at least two sightings north and west of Kirker Pass Highway, approximately 3.5-4 miles from the Regional Preserve boundaries. These occurrences are used to define the San Joaquin Kit Fox Range (primarily in grassland vegetation) as shown in the NDDB and Interim Service Area Map, which covers a substantial portion of the Diablo Range or foothills portion of the Pittsburg General Plan Area. Four of the eight areas proposed for Hillside Low Density Residential use are located within the San Joaquin Kit Fox Range. ESA issues may need to be addressed in the inclusion approval process particularly for these areas (see proposed fourth mitigation measure, above, relative to Section 4.8 Water, Wastewater and Solid Waste mitigation).

G-6

Under Birds, additional information may need to be incorporated relative to the California black rail and the California least tern. It is stated that the salt marshes on the eastern fringe of the Planning Area provide habitat for rails. However, the Interim Service Area Map and the NDDB source indicate an occurrence for the black rail near Stake Point on Suisun Bay. Also, it is stated that the California least tern is a colonial breeder on bare or sparsely vegetated, flat substrates and nests near the Pittsburg PG&E plant. The Interim Service Area Map shows three occurrences of this species on the Concord Naval Weapons Station and one occurrence near the Harris Yacht Harbor, which may or may not fit the vegetation described above.

G-7

Under Plants, the Antioch Dunes evening-primrose is stated to be "known only from remnant river bluffs and partially stabilized sand dunes near Antioch". However, the Interim Service Area Map identifies two occurrences of this species on Brown's Island along New York Slough.

G-8

On page 4-91, in the third line, French **broom** may be misspelled.

G-9

4.11 Hazardous Materials, Page 4-102.

CCWD supports recommended Mitigation Measure 10-P-31. CCWD would like to be included with other public agencies in the formation of a hazardous-materials team, particularly as a resource for the Contra Costa Canal System and Delta water quality. CCWD has a water supply intake inside the Planning Area at Mallard Slough.

G-10

4.12 Geology and Seismicity, Page 109.

In Mitigation Measure 10-P-2, the word "then" appears to be misspelled (i.e., should be **than**). The reference to Figure 10-1 should be to **General Plan Draft Figure 10-1**. However, it is noted that Draft EIR Figure 4.12-2 is derived from Figure 10-1 and may be the more appropriate reference, if the identified 30% slopes were included as shown in Figure 10-1.

G-11

G-12

4.13 Drainage, Flooding and Water Quality, Pages 4-116 through -121.

CCWD supports all of the mitigation measures recommended to reduce the impacts of flooding, pollution, erosion and sedimentation that may result from the project implementation. CCWD is particularly concerned with potential adverse impacts on the Contra Costa Canal system and the public water supply. Increased stormwater runoff could cause overtopping into the canal, particularly if the existing culverts under the canal are inadequate due to the increased runoff and its velocity arising from hillside development that was not previously included in the design and sizing of downstream drainage facilities.

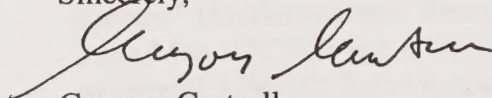
G-13

Mitigation Measure 10-P-8 refers to Figure 10-1 which is in the Draft General Plan. However, it may be more appropriate to reference **Figure 4.12-2** in the Draft EIR that appears identical to the Draft General Plan reference.

G-14

If you have any questions on the comments, or require further information on the CCWD, please contact Dennis Pisila at 925/688-8119.

Sincerely,



Gregory Gartrell
Director of Planning

GG/DP

cc: Cay Goude, Acting Field Director, U.S. Fish and Wildlife Service, Sacramento
Valerie Curley, Chief, Engineering, Maintenance and Operations, USBR, Tracy


**CONTRA COSTA
WATER DISTRICT**

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August 13, 1999

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**Subject: Response to Notice of Preparation on City of Pittsburg
General Plan Update**

Dear Mr. Gangapuram:

Thank you for the opportunity to review and respond to the Notice of Preparation (NOP) to prepare an EIR on the City of Pittsburg General Plan Update. The Contra Costa Water District (CCWD) comments cover the need to address water supply planning, endangered species and notification on plans and projects in the vicinity of the Contra Costa Canal and other Central Valley Project (CVP) features. The present boundaries of the city and most of its Sphere of Influence (SOI) are within the existing boundaries of the CCWD.

The Pittsburg Planning Area includes the present city boundaries and SOI plus the unincorporated Bay Point community and the foothill slopes south and west of the SOI boundary along the northeast side of the Willow Pass and Kirker Pass ridgeline to and including a portion of Black Diamond Mines Regional Preserve. The entire Planning Area totals 41.1 square miles. The foothill areas within the Planning Area outside of the city SOI are also outside the CCWD service area boundaries.

CCWD's general comment is that the Federal Endangered Species Act (FESA) should be addressed in the environmental document and encourages agencies to coordinate, if necessary, with the U.S. Fish and Wildlife Service. CCWD notes that the NOP identifies the undeveloped open spaces in the southern third (primarily foothills) of the Planning Area, and the northern edge along the Sacramento River and New York Slough as habitat areas for "several threatened and endangered plant and animal species" (Environmental Resources, page 6). Reference also to the Interim Service Area Map (CCWD and U.S. Bureau of Reclamation, June 1999) indicates occurrences of several federally listed species within the two areas generally described, above.

Water Supply Planning.

In the Public Facilities and Services section of the NOP (pages 4 and 5), it is stated that the EIR "will consider the impact that development may have on public facilities and services, including . . . water . . . and the additional demand for public water that may

exceed available supply or distribution capacity." CCWD sells raw water from the CVP to the City through the Contra Costa Canal. The water is treated by the City and distributed to its customer base.

The CCWD adopted a Future Water Supply Study (FWSS) in 1996 which documented the general plan buildout water demands within the service area, and potential service expansion areas, and compared the total demands with existing and projected supplies. CCWD certified an EIR on the Future Water Supply Implementation (FWSI) on February 3, 1999. The General Plan Draft EIR will need to determine the preferred land use plan water demands and compare those demands with the alternatives, as well as the demands shown for the Pittsburg SOI in the FWSS. In a preliminary review of the Pittsburg General Plan Sketch Plans (November 1998), it is noted that all three sketch plans (County Urban Limit Line, Moderate Hillside Growth and Infill/Max Hillside Preservation) may add more population (ranging from 4.0 to 15.3%) to the Planning Area than is projected in the FWSS based on the current General Plan. This is an indication that the preferred plan (as well as its alternatives) may result in higher water demands. Previously, Pittsburg had indicated all of Pittsburg's future demands were included in the FWSS and the FWSI EIR. It is recommended that the future water demands of the preferred plan and its alternatives be evaluated using the same methodology in calculating demands (population, land use acreages and water use factors) as contained in the FWSS. A copy of the FWSS was sent to the City following its adoption.

All areas served by CVP water must be annexed to CCWD and approved by the U.S. Bureau of Reclamation, as an "inclusion" (i.e., expansion or annexation) to the existing CVP contractual service area. Normally an inclusion request is coincident with a development proposal. Several areas within the Pittsburg SOI (including some with approved plans) have not been approved by Reclamation for inclusion. Any annexations of future foothills areas for water services would also require Reclamation inclusion approval. Inclusion approvals are subjected to NEPA (National Environmental Policy Act) and other federal regulations (including FESA and the National Historic Preservation Act). CCWD Regulation 5.04.120 (see Attachment 1) governs the annexation and the provision of water service to annexed lands (including the inclusion application process). Please also note that lands need to be approved for use of water from the Los Vaqueros Project (LVP) facilities (see section 5.04.120.B.2). The current Pittsburg SOI has been approved for the use of LVP water and facilities, except the recent Oak Hills South Unit 5 Reorganization area.

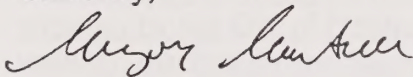
Contra Costa Canal

The Contra Costa Canal, which transports CVP water from the San Joaquin Delta at Rock Slough to the Central Contra Costa County area, occupies an east to west alignment through the City of Pittsburg (note: the canal also transports a small amount of non-CVP water to other East County communities). CCWD is working with the City to eliminate existing drainage into the canal in order to preserve water quality.

Drainage from existing urban development at higher elevations and south of the canal has been a persistent problem, particularly during recent seasonally wet years. The Los Medanos Wasteway, an appurtenant CVP feature, has also been used for unauthorized drainage by others into the San Joaquin River. It is important that new development upstream from the canal and its other facilities be designed for full capacity flows into the approved city storm drainage system.

Again, thank you for the opportunity to provide input to the preparation of the Draft EIR on the General Plan Update. If you have any questions on the comments or require further information (e.g., the FWSS items), please contact Dennis Pisila, Senior Planner at 925/688-8119.

Sincerely,



Gregory Gartrell
Director of Planning

GG/DP

Attachment 1: CCWD Regulations 5.04.120

cc: Robert Edwards, Chief, Engineering, Maintenance and Operations, USBR, Tracy
Joel A. Medlin, Field Supervisor, U.S. Fish and Wildlife Service, Sacramento

G CONTRA COSTA WATER DISTRICT (MARCH 12, 2001)

- G-1 Contra Costa Water District (CCWD) is correct; provision of water supplies to new development outside of CCWD's service area entails annexation approval by LAFCo and the U.S. Bureau of Reclamation. Draft EIR Section 4.8: Water, Wastewater, and Solid Waste now includes the following new text describing the process necessary to obtain water supplies for proposed development outside of CCWD's current boundaries:

Expansion of Water Service Area

For new areas outside of CCWD to be serviced by CCWD water supplies, annexation must be approved by the Local Agency Formation Commission (LAFCo). Additionally, inclusion of the new areas into the CVP contractual service area must be approved by the U.S. Bureau of Reclamation (USBR). CCWD annexation is normally included as part of a reorganization application by the City of Pittsburg to the LAFCo. USBR's review of the inclusion application includes meeting federal statutes and regulations, including the Endangered Species Act (ESA).

For CCWD to issue a Confirmation Letter (of water supply) to the City of Pittsburg for new annexation areas, CCWD needs: (1) inclusion approval from USBR, and (2) issuance of a *de minimis* determination that the cumulative increase in water demand does not exceed 5 percent of the projected buildout water demands as presented in the Los Vaqueros Project (LVP) EIR/S (1993), Table 1. The projected buildout water demands for the eight areas currently outside the LVP Planning Area is 930 af/y, or half of one percent (.005) of LVP critical year buildout demand. This demand, when combined with other known projects, currently falls within the acceptable five percent deviation; however, development timing with respect to other future projects will be a factor for issuance of *de minimis* determinations for future Pittsburg projects.¹

- G-2 Differences in water demand projection methodologies used in CCWD's Future Water Supply Study (FWSS) and the Pittsburg General Plan Draft EIR are noted. The per capita consumption analysis included within the Draft EIR remains within the anticipated range of projections for long-term water supplies.

While the General Plan represents an increased population and resultant per capita water demand estimate over CCWD's previous water supply planning (based on the 1988 General Plan and extrapolation of Association of Bay Area Governments (ABAG) growth rates), the difference (1,961 af/y) represents only about one percent of the overall CCWD 2040 demand. As stated in the CCWD's comment letter. "...the application of either per capita consumption or WUF's [water use factors] based on developed acreage for estimating future water demands does not indicate a significant deviation from the FWSS water demands for Pittsburg through 2020 and buildout..."

¹ Written correspondence: Gregory Gartrell, Contra Costa Water District, March 12, 2001, "Comment on Draft EIR for the Pittsburg General Plan Revision".

- G-3 CCWD is correct; Draft EIR Section 4.8: Water, Wastewater, and Solid Waste, Impact 4.8-a now includes the following revised text analyzing CCWD water supply:

~~The annual contract between the City and CCWD regulations~~ does not set an upper limit on allocation, but restrictions have been imposed during drought conditions in the past.

- G-4 Referenced new mitigation policies are now included in Draft EIR Section 4.8: Water, Wastewater, and Solid Waste, Impact 4.8-a:

11-P-9 Cooperate with CCWD to ensure compliance with District regulations and State law for new development requiring annexation to the CCWD service area. Cooperate with CCWD in processing all necessary information to allow a determination if Los Vaqueros facilities can be used to service new annexation areas.

11-P-10 Cooperate with federal agencies to ensure that new development requiring inclusion into the CCWD Central Valley Project contract service area addresses all requirements of federal statutes and regulations, including the National Environmental Policy Act (NEPA) and Endangered Species Act (ESA). Encourage project developers to provide all required information for consultation purposes, if necessary, under ESA Sections 7 or 10, or a Habitat Conservation Plan.

- G-5 Additional occurrences of the California red-legged frog are noted; however, we find no mapped occurrence west of Kirker Creek (Section 8, TIN, R1E) on the referenced Interim Service Area Map. Draft EIR Section 4.9: Biological Resources, Table 4.9-1: Special Status Species Known to Occur or Potentially Occurring within Pittsburg Planning Area now includes the following revised text addressing the California red-legged frog:

Table 4.9-1

Special Status Species Known to Occur or Potentially Occurring within Pittsburg Planning Area

Common Name	Scientific Name	Status ^(a) (Fed/CA/ CNPS)	General Habitat ^(b) (Habitat Type Abbreviation)
Amphibians			
California red-legged frog	<i>Rana aurora draytonii</i>	FT/CSC	The Planning Area's wetlands provide <u>only limited breeding habitat for this species. No occurrences of red-legged frog have been reported from the Planning Area in Stoneman Park and along Kirker Pass Road.</u> (FW/RW/CG)

By way of information:

- The California red-legged frog is listed as a Species of Special Concern by the State, and Threatened by the federal government. Section 4.9: Biological Resources, Impact 4.9-a (pg 4-87) now includes the following revised text addressing special status species:

9-P-1 Cooperate with State and federal agencies to ensure that development does not substantially affect special status species, as required by State and federal agencies, and listed in Table 9-1. Conduct assessments of biological resources as required by CEQA prior to approval of development within habitat areas

~~300 feet of creekways, wetlands, or habitat areas of identified special status species, as depicted in Figure 9-1.~~

- G-6 Additional occurrences of the San Joaquin kit fox are noted. The two locations northwest of Kirker Pass Road (Sections 25 and 36, T2N, R1W) are roughly 3.5 to 4 miles from the boundary of the Black Diamond Mines Regional Preserve; the other locations noted by the comment (Sections 4 and 5, T1N, R1E) are closer. Draft EIR Section 4.9: Biological Resources, Table 4.9-1 states that kit foxes are found “at Black Diamond Mines Regional Preserve and environs”, not that they are limited to the Preserve itself. However, the occurrences noted do extend the area of known kit fox observations well away from Preserve boundaries. Draft EIR Section 4.9: Biological Resources, Table 4.9-1: Special Status Species Known to Occur or Potentially Occurring within Pittsburg Planning Area now includes the following revised text addressing the San Joaquin kit fox:

**Table 4.9-1
Special Status Species Known to Occur or Potentially Occurring within Pittsburg Planning Area**

Common Name	Scientific Name	Status ^(a) (Fed/CA/ CNPS)	General Habitat ^(b) (Habitat Type Abbreviation)
Mammals			
San Joaquin kit fox	Vulpes macrotis mu- tica	FE/CT	Reported as occasional Resident of California grass- lands, particularly along creeks. Reported at Black Diamond Mines Regional Preserve and environs sur- rounding foothills, including areas near Kirker Pass Road. (CG)

By way of information:

- Section 4.9: Biological Resources, Impact 4.9-a (pg 4-87) includes the following mitigation addressing preservation of annual grasslands habitat, which is appropriate habitat for the San Joaquin kit fox:
 - 9-P-5 Work with Contra Costa County, the East Bay Regional Park District, and the City of Antioch, to expand the regional open-space system in the southern hills to preserve California annual grasslands habitat.
- Additionally, the San Joaquin kit fox is listed as Endangered by the State, and threatened by the federal government. Section 4.9: Biological Resources, Impact 4.9-a (pg 4-87) now includes the following revised text addressing special status species:
 - 9-P-1 ~~Cooperate with State and federal agencies to e~~Ensure that development does not substantially affect special status species, as required by State and federal agencies, and listed in Table 9-1. Conduct assessments of biological resources as required by CEQA prior to approval of development within habitat areas ~~300 feet of creekways, wetlands, or habitat areas of identified special status species, as depicted in Figure 9-1.~~

- G-7 Additional occurrences of the California black rail and California least tern are noted. The location given for California black rails extends their reported habitat area to the west. The habitat description given for California least terns in Draft EIR Table 4.9-1 is consistent with

descriptions of nesting habitat as given in the California Wildlife Habitat Relationships Program by the California Department of Fish and Game: “nests on barren to sparsely vegetated sites” on “open, sandy, or gravelly shores near shallow-water feeding areas in estuaries”. However, this habitat description also notes that the species is known to nest “in abandoned salt ponds” in the San Francisco Bay Area. Draft EIR Section 4.9: Biological Resources, Table 4.9-1: Special Status Species Known to Occur or Potentially Occurring within Pittsburgh Planning Area now includes the following revised text addressing the California black rail and California least tern:

Table 4.9-1
Special Status Species Known to Occur or Potentially Occurring within Pittsburgh Planning Area

Common Name	Scientific Name	Status ^(a) (Fed/CA/ CNPS)	General Habitat ^(b) (Habitat Type Abbreviation)
Birds			
California black rail	<i>Laterallus jamaicensis coturniculus</i>	FSS/CT	Salt marshes on <u>Stake Point</u> and the eastern fringe of the Planning Area provide habitat for rails. (SM/MF/BW)
California least tern	<i>Sterna antillarum browni</i>	FE/CE	Colonial breeder on bare or sparsely vegetated, flat substrates. Nests near the <u>Pittsburgh-PG&E Mirant power plant and Concord Naval Weapons Station</u> . (SM/MF/BW/OW)

By way of information:

- Section 4.9: Biological Resources, Impact 4.9-a (pg 4-87) now includes the following revised text addressing the wetlands habitat of the California black rail and California least tern:

9-P-11 Ensure that special-status species and sensitive habitat areas are preserved, as required by State and federal agencies, during redevelopment and intensification of industrial properties along the Suisun Bay waterfront. Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Island Preserve.

- Additionally, the California black rail is listed as Threatened by the State, and considered a Sensitive Species by the federal government. The California least tern is listed as Endangered by both the State and federal governments. Section 4.9: Biological Resources, Impact 4.9-a (pg 4-87) now includes the following revised text addressing special status species:

9-P-1 ~~Cooperate with State and federal agencies to~~ Ensure that development does not substantially affect special status species, as required by State and federal agencies, and listed in Table 9-1. Conduct assessments of biological resources as required by CEQA prior to approval of development within habitat areas ~~300 feet of creekways, wetlands, or habitat areas of identified special status species, as depicted in Figure 9-1.~~

G-8 Additional occurrences of the Antioch Dunes evening-primrose are noted. However, we find only one occurrence rather than two (the nearest occurrence to Brown’s Island is north of

Antioch, approximately 4 miles to the east). Draft EIR Section 4.9: Biological Resources, Table 4.9-1: Special Status Species Known to Occur or Potentially Occurring within Pittsburg Planning Area now includes the following revised text addressing the Antioch Dunes evening-primrose:

Table 4.9-1

Special Status Species Known to Occur or Potentially Occurring within Pittsburg Planning Area

Common Name	Scientific Name	Status ^(a) (Fed/ICA/ CNPS)	General Habitat ^(b) (Habitat Type Abbreviation)
Plants...			
Antioch Dunes evening-primrose	<i>Oenothera deltoides</i> ssp. <i>howellii</i>	FE/CE/IB	Known only from remnant river bluffs and partially stabilized sand dunes near Antioch <u>and on Brown's Island</u> . (D)

By way of information:

- The Antioch Dunes evening-primrose is listed as Endangered by both the State and federal governments. Section 4.9: Biological Resources, Impact 4.9-a (pg 4-87) now includes the following revised text addressing special status species:

9-P-1 ~~Cooperate with State and federal agencies to ensure that development does not substantially affect special status species, as required by State and federal agencies, and listed in Table 9-1. Conduct assessments of biological resources as required by CEQA prior to approval of development within habitat areas 300 feet of creekways, wetlands, or habitat areas of identified special status species, as depicted in Figure 9-1.~~

- G-9 CCWD identification of misspelling is noted and appreciated. Section 4.9: Biological Resources, Impact 4.9-c (pg 4-91) now includes the following revised text:

The spread of non-native invasive plant species throughout California has had a drastic effect on the natural landscape. Several species and communities (for example, native grasslands, Mission blue butterfly habitat) are threatened by the spread of invasive non-native plants such as French ~~broom~~-broom, eucalyptus, and pampas grass.

- G-10 CCWD support of referenced mitigation (Policy 10-P-31) regarding formation of a hazardous-materials team is noted. By way of information, General Plan Section 10.3: Hazardous Materials contains the following new commentary after referenced Policy 10-P-31:

10-P-31 Cooperate with other public agencies in the formation of a hazardous-materials team, consisting of specially-trained personnel from all East County public safety agencies, to address the reduction, safe transport, and clean-up of hazardous materials.

Contra Costa Water District is supportive of the formation of a hazardous materials team, particularly as it relates to the Contra Costa Canal system and Suisun Bay/Sacramento River Delta water quality.

- G-11 CCWD identification of misspelling is noted and appreciated. Section 4.12: Geology and Seismicity, Impact 4.12-a (pg 4-108) now includes the following revised text:

10-P-2 ~~Limit~~ Restrict future development from occurring on slopes greater ~~then~~ than 30% ~~percent~~ (as designated in Figure 10-1) over the 800 foot elevation contour, and on major and minor ridgelines (as delineated in Figure 4-2).

- G-12 The first sentence in Draft EIR Chapter 4: Environmental Setting, Impact Analysis, and Mitigation notes:

"The tables, figures, and policies referenced within the mitigation measures/General Plan policies in this chapter are those located within the City of Pittsburg General Plan."

- G-13 CCWD support of flooding, drainage, and erosion mitigation/policies is noted. Draft EIR Section 4.13: Drainage, Flooding and Water Quality, Impact 4.13-b (pg 4-118) now contains the following new policy addressing stormwater runoff into the Contra Costa Canal:

9-P-18 Require an encroachment permit from Contra Costa Water District (CCWD) for any storm drain facility crossing or encroaching onto Contra Costa Canal rights-of-way. Require all crossings to be constructed in accordance with CCWD standards and requirements.

By way of information, Draft EIR Section 4.13: Drainage, Flooding and Water Quality, Impacts 4.13-a (pg 4-116) and 4.13-c (pg 4-119) now include the following new policy addressing downstream flooding:

9-P-21 As part of project review and CEQA documentation, require an assessment of downstream drainage (creeks and channels) and City storm-water facilities impacted by potential project runoff.

- G-14 The first sentence in Draft EIR Chapter 4: Environmental Setting, Impact Analysis, and Mitigation notes:

"The tables, figures, and policies referenced within the mitigation measures/General Plan policies in this chapter are those located within the City of Pittsburg General Plan."

**CONTRA COSTA TRANSPORTATION AUTHORITY**

Commissioners March 13, 2001

Irma Anderson
Chair

City of Pittsburg
Community Development Department

Donald P. Freitas
Vice Chair

ATTN: Avanindra K. Gangapuram
65 Civic Avenue

Charlie Abrams

Pittsburg CA 94596

Maria Alegria

**RE Draft Environmental Impact Report on City of Pittsburg General Plan Revision
(SCH#199-072109)**

Donna Gerber

Federal Glover

Wade Gomes

Dear Mr. Gangapuram:

Millie Greenberg

Julie Pierce

Terry Segerberg

Don Tatzin

Robert K. McCleary
Executive Director

Thank you for this opportunity to comment on the Draft EIR on the proposed revision to the City's General Plan. The Authority, from time-to-time, comments on draft environmental review documents. Our comments generally focus on the transportation and circulation sections of the analysis, and more specifically on the how the analysis addresses our Growth Management Program (GMP) and the Congestion Management Program (CMP). We also emphasize adherence to the Authority's *Technical Procedures*.

In some respects, the DEIR does a commendable job in satisfying the Authority's requirements as outlined in its *Implementation Documents* and *Technical Procedures*. The *Implementation Documents* stipulate that "local compliance with the Growth Management Program requires that transportation analysis establish that all signalized intersections on Basic [that is, Non-regional] Routes within the jurisdiction can reasonably be expected to meet Level of Service standards adopted in the General Plan Growth Management Element." (p. IG-45) The DEIR clearly addresses the impact of the proposed amendment on the "General Plan LOS standards" on Basic Routes. (See the thresholds of significance outlined on page 4-37 of the DEIR.)

(The analysis, however, includes several intersections that are designated as Routes of Regional Significance and, thus, not strictly subject to the LOS standards for Basic Routes, at least under the Growth Management Program. These roadways include:

- Bailey Road

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jurisdictions "to review local and regional traffic impacts for development projects or general plan amendments generating more than 100 peak-period trips." (p. 12, East County Action Plan: Final 2000 Update) It appears that the proposed revisions to the General Plan — although it is not clearly stated anywhere we can find in the document — will generate more than 100 peak-period trips, and be subject to RTPC review.

H-4

As noted in the *Implementation Documents*, the jurisdiction proposing the general plan amendments will be responsible for either a) demonstrating that the amendment will not violate Action Plan policies or the ability to meet Action Plan Traffic Service Objectives; or b) propose modifications to the Action Plan that will prevent the general plan amendment from adversely affecting the regional transportation network. (p. IG-52)

Analysis of Impacts on State Route 4

While the DEIR on page 4-38 states that State Route 4 would be "impacted", it does not document those impacts (whether positive or negative). The analysis described in the DEIR is limited to intersections on arterials but not the freeway that bisects the city. The analysis of potential impacts on State Route 4 should be incorporated into the DEIR.

H-5

General Plan LOS Standards

The threshold of significance section appears to misstate the General Plan LOS standard for downtown areas. Measure C sets the standard for "central business districts" at "low-E (90 to 94) V/C)." The DEIR, on page 4-37, lists the standard for downtown as "LOS high D (volume to capacity ratio 0.85 to 0.89)," the same as for "urban" areas. In addition, the DEIR states on page 4-40 that proposed General Plan policy 7-G-1 includes the low-E standard for downtown areas. Table 4.3-4, however, appears to use the correct standard for intersections in "central business districts." (See, for example, Railroad at 3rd, 10th and Central.)

H-6

The DEIR (and perhaps the General Plan itself) needs to clarify which of these standards is the correct one.

Analysis of CMP Standards

Both State Route 4 and Railroad Avenue (south of State Route 4) are designated elements of the Authority's adopted Congestion Management Program (CMP) network. As such, they are subject to the adopted LOS standards in the CMP. The

H-7

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adopted LOS standard for signalized intersections along Railroad Avenue is LOS E; the adopted LOS standard for State Route 4 within Pittsburg is LOS F.²

The DEIR needs to incorporate the CMP standards, for both Railroad Avenue and State Route 4, into the DEIR and analyze the effect of the proposed amendments to the Pittsburg General Plan on these standards.

Other Comments

The CEQA Guidelines outline the required components of any environmental impact report. One of those components is a list of the preparers of the EIR. The DEIR, however, does not include that required component.

Summary of Comments

1. The DEIR should clearly state that the Authority's *Technical Procedures* have been followed, including use of the Authority's Level of Service (LOS) calculation methodology. Use of these procedures is a requirement of the Growth Management Program.
2. The DEIR should document how study intersections were selected; this documentation should not be limited to intersections within the City's planning area, but should instead include impacts on Routes of Regional Significance beyond your boundaries.
3. The DEIR needs to analysis whether the proposed revisions to the general plan will violate the adopted Traffic Service Objectives in the East County and Central County Action Plans and, if they will, to propose modifications to the Action Plan that will prevent the general plan amendment from adversely affecting the regional transportation network.
4. An analysis on the effects of the general plan amendments on State Route 4 itself should be incorporated into the EIR. In the DEIR, only impacts at some connecting ramps are included.

² 1997 Contra Costa Congestion Management Program Update, adopted October 15, 1997, Figure 2.4, page 19, and Appendix D, p. D-8.

Avanindra K. Gangapuram

Tuesday, March 13, 2001

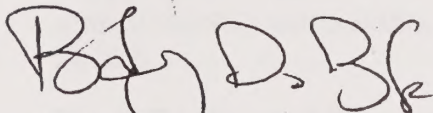
Page 5

5. The DEIR should change the LOS standard for downtown areas to match Table 4.3-4 and Measure C; the correct standard is low-E, or a volume-to-capacity ratio of 0.90 to 0.94.
6. The DEIR should assess the impacts of the proposed revisions to the General Plan on the adopted LOS standards in the Contra Costa CMP.
7. Consistent with the CEQA Guidelines, the DEIR needs to include a section on EIR preparers.

Should you wish to obtain any of the documents referenced in this letter, please let us know and we would be pleased to forward you a copy.

Again, thank you for this opportunity to comment on the DEIR for the City's General Plan amendments. Should you have any questions, I may be reached at (925) 256-4726.

Sincerely,



Brad Beck, AICP

Senior Transportation Planner

CC: John Greitzer, TRANSPAN

File: 15.05.13

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H CONTRA COSTA TRANSPORTATION AUTHORITY (MARCH 13, 2001)

H-1 Contra Costa Transportation Authority's clarification of Growth Management Program (Measure C) mandates are noted; Measure C does not require intersections on Routes of Regional Significance to be analyzed using Basic Route level of service (LOS) standards. However, Pittsburg has chosen to analyze intersections on Routes of Regional Significance within the Planning Area using more stringent Basic Route LOS standards.

H-2 Contra Costa Transportation Authority's position regarding the *Technical Procedures* is noted. Draft EIR Section 4.3: Transportation, Projected Traffic Volumes now includes the following new text:

The General Plan traffic analysis conforms to the CCTA's *Technical Procedures* (1997) for General Plan analysis, including use of the most recent CCTA travel demand forecasting model available at the time (year 2025 population and employment projections outside of the Pittsburg Planning Area), and use of CCTA-required level of service methodology for intersections (CCTALOS).

H-3 Contra Costa Transportation Authority's position regarding selection of study intersections is noted. Draft EIR Section 4.3: Transportation, Projected Traffic Volumes now includes the following new text:

The thirty intersections analyzed were selected by the consultant and City staff as the key intersections on both Regional Routes of Significance and Basic Routes that could be potentially impacted by the General Plan. These selections were confirmed by examining link-level volume to capacity ratios during the Sketch Plan (alternatives analysis) part of the General Plan update.

The CCTA *Technical Procedures* for General Plans indicates that volume to capacity analysis is appropriate for most jurisdictions and that further intersection analysis can be conducted if the volume to capacity analysis indicates potential impacts. The 50-trip trigger point in the *Technical Procedures* relates to traffic studies for individual development projects.

It is also important to note that the General Plan is intended to be broad in nature (population and employment growth by TAZ, not by specific development project) and that all development projects subsequent to adoption of the General Plan are required to go through development review, including preparation of traffic studies and/or EIRs.

H-4 Contra Costa Transportation Authority is correct; the General Plan will generate more than 100 peak hour trips and is subject to Regional Transportation Planning Committee (RTPC) review. Pittsburg is responsible for demonstrating that the General Plan will not violate Action Plan policies and meet Traffic Service Objectives on Routes of Regional Significance.

For non-freeway Routes of Regional Significance, the DEIR evaluates intersection levels of service using the more stringent Basic Route LOS standards, with mitigation measures that result in LOS D or better operations in the peak hour. For State Route 4, the Traffic Service Objective is to meet a Delay Index of 2.5 or better. The Delay Index is the ratio of the free flow travel time to congested travel times. In evaluating long range plans where actual travel times

cannot be measured, the Delay Index can be calculated by using the CCTA travel demand forecasting model to compare free flow and congested speeds on a segment of freeway. This was done for State Route 4 throughout the Planning Area: the average peak direction (east-bound in the PM) Delay Index is calculated at 2.2 for the segments of State Route 4 between Willow Pass Road and Somersville Road. This delay index meets the Traffic Service Objective specified in the East County Action Plan.

- H-5 See response to comments H-4 and H-7. While development proposed under the General Plan impacts State Route 4, the impacts are not considered significant when measured by the CMP and TSO standards established for this Route of Regional Significance.
- H-6 Contra Costa Transportation Authority is correct; the Draft EIR fails to clarify that Pittsburg has chosen to use a more stringent LOS standards for the Downtown (Central Business District) than required by Measure C. Draft EIR Section 4.3: Transportation, Thresholds of Significance correctly states the following:

Peak hour levels of service (LOS) exceeding General Plan LOS standards for roadway segments and signalized intersections:

- Rural - LOS low C (volume to capacity ratio 0.70 to 0.74)
- Semi-Rural - LOS high C (volume to capacity ratio 0.75 to 0.79)
- Suburban - LOS low D (volume to capacity ratio 0.80 to 0.84)
- Urban - LOS high D (volume to capacity ratio 0.85 to 0.89)
- Downtown - LOS high D (volume to capacity ratio 0.85 to 0.89)

Additionally, Draft EIR Section 4.3: Transportation, Table 4.3-4: PM Peak Hour Intersection Service Levels: 2025, City of Pittsburg has been corrected to show the above LOS standards for each roadway segment in the City.

- H-7 Contra Costa Transportation Authority is correct; CCTA's Congestion Management Program (CMP) identifies the adopted LOS standard for State Route 4 as LOS F, as measured by the facilities' volume to capacity ratio, and Railroad Avenue south of State Route 4 as LOS E, as measured by CCTA's intersection level of service methodology. Draft EIR Section 4.3: Transportation, Impact 4.3-a now contains the following new table and text immediately following Table 4.3-4, summarizing the CMP level of service analysis:

Table 4.3-4 indicates that intersection LOS along Railroad Avenue south of State Route 4 will operate at LOS D or better during the PM peak hour in 2025, conforming to the Congestion Management Program's (CMP's) LOS E standard. However, despite the LOS E standard in the CMP, the City of Pittsburg has selected to adopt the more rigid level of service standard of LOS D for signalized intersections on Railroad Avenue. As shown in Table 4.3-4a, State Route 4 is projected to operate at various levels of service ranging from LOS D to LOS F in 2025. These service levels conform to the LOS F standard established in the CMP.

Table 4.3-4a**Congestion Management Program Analysis of State Route 4: 2025, City of Pittsburgh**

<u>Segment</u>	<u>Peak Direction PM Volume</u>	<u>Planned Lanes in Peak Direction¹</u>	<u>Capacity²</u>	<u>LOS</u>
Willow Pass to Bailey	8840	4	8800	F
Bailey to Railroad	8570	4	8800	E
Railroad to Loveridge	7750	4	8800	D
Loveridge to Somersville	7950	3	6600	F

1 Per Table 3.1, 1994 Highway Capacity Manual, Transportation Research Board.

2 Per East County Action Plan, 1997 and 2000.

Source: Fehr & Peers, 2001.

H-8 Draft EIR page *i* (before the Table of Contents) now includes the following new text identifying contributors to the Draft EIR:

- City of Pittsburgh
 - Randy Jerome, Planning Manager
 - Avanindra Gangapuram, Project Manager
 - Paul Reinders, Senior Civil Engineer
 - Chris Bekiras, Associate Planner
 - Ken Strelo, Assistant Planner
 - Dana Hogget, Planning Technician
- Dyett & Bhatia
 - Rajeev Bhatia, Principal-in-Charge
 - Rosalyn Stewart, Planner
 - Aarty Joshi, Planner
 - Mark Chambers, Computer Graphics
 - Brandon Taylor, GIS Specialist
- Fehr & Peers, Inc
 - Jim Daisa, Principal
- Environmental Sciences Associates
 - Marty Abell, Principal
 - Nancy Barbic, Senior Project Manager
 - Tay Gerstell, Senior Biologist
 - Peter Hudson, R.G., Senior Geologist

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CITY COUNCIL
Laura M. Hoffmeister, Mayor
Bill McManigal, Vice Mayor
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Michael A. Pastick
Mark A. Peterson

Lynnet Keihl, City Clerk
Thomas Wendling, City Treasurer

Edward R. James, City Manager

March 13, 2001

Mr. Avanindra K. Gangapuram, Project Planner
City of Pittsburg
Community Development Department
65 Civic Avenue
P.O. Box 1518
Pittsburg, CA 94565

Dear Mr. Gangapuram:

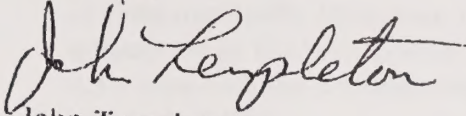
Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the City of Pittsburg General Plan. We have reviewed the document and have the following comments regarding the Transportation Section and the associated Mitigation Measures.

- Mitigation Measure 7-P-16 and Figure 4.3-1, Roadway System, indicate that W. Leland Road would be extended to Willow Pass Road in the City of Concord. Concord is opposed to the extension of this proposed major arterial street into our City. Documentation has not been provided to show that the extension is necessary. Hundreds of millions of dollars have been spent on increasing the vehicle capacity on SR 4. We recommend that the City of Pittsburg adopt a mitigation measure to encourage motorists to use SR 4 for peak-hour commute traffic rather than using arterial streets in Concord and other cities in Central Contra Costa County. I-1
- Mitigation Measure 7-P-12 and Figure 4.3-1, Roadway System, indicate that the Buchanan Road Bypass will connect to Kirker Pass Road. The DEIR does not discuss the potential traffic impacts caused by this proposed major arterial street on the carrying capacity of Kirker Pass Road or the nearby intersections in Concord. Previous studies conducted by the City of Pittsburg have shown that the roadway capacity is exceeded on Kirker Pass Road and level-of-service degrades to "F" at intersections in Concord. I-2
- Traffic impacts on Bailey Road south of W. Leland Road are not discussed in the DEIR. Previous studies conducted by the City of Pittsburg have shown that the roadway capacity is exceeded on Bailey Road and level-of-service degrades to "F" at intersections in Concord. I-3

Pittsburg Draft General Plan.doc

Again, I want to thank you for the opportunity to comment on the Draft Environmental Impact Report for the City of Pittsburg General Plan. We are looking forward to receiving your response to our comments. If you have questions about our comments, please contact me at (925) 671-3129.

Sincerely,



John Templeton
Transportation Manager

cc: City Council
Edward R. James, City Manager
Mike Vogan, Director of Public Works – Maintenance Services
TRANSPAC

I CITY OF CONCORD, PUBLIC WORKS DEPT (MARCH 13, 2001)

- I-1 The City of Concord's opposition to extension of West Leland Road is noted. The West Leland Road extension to Willow Pass Road in Concord is included in the current General Plan and the East County Action Plan. Additionally, it was identified and analyzed in the City of Pittsburg Traffic Mitigation Fee Study (July 1997) as a needed improvement to serve development along the West Leland Road corridor. Draft EIR Section 4.3: Transportation, Impact 4.3-a now includes the following new policy encouraging use of State Route 4 for peak-hour commute traffic:

7-P-20 Encourage motorists to use State Route 4 for the peak-hour commute, rather than using arterial streets in Concord and other East County cities.

By way of information, Draft General Plan Section 7.2: Roadway System and Traffic Standards contains the following policies encouraging access to State Route 4:

- 7-P-14 Increase access to alternative north-south routes providing connection to State Route 4, other than Railroad Avenue.
- 7-P-15 Support Caltrans' planned improvements to the Railroad Avenue and Loveridge Road interchanges in conjunction with State Route 4 widening projects. Work with Federal, State and regional authorities to ensure timely completion of these projects needed to adequately serve local circulation needs.
- 7-P-17 Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.

- I-2 The City of Concord's concern regarding traffic impacts to Kirker Pass Road from extension of the Buchanan Bypass is noted. See response to comment F-3.

- I-3 Draft EIR Section 4.3: Transportation, Impact 4.3-a did not evaluate any intersections on Bailey Road south of West Leland Road, as none currently existing within the Planning Area.

By way of information, the City of Pittsburg is the lead agency on an EIR being prepared for the Alves Ranch development in Pittsburg's southwest hills. The Alves Ranch EIR is still in the Administrative Draft stage, but it analyzes the intersection of Bailey Road and Concord Avenue for the Pittsburg General Plan Update scenario. The Alves Ranch traffic study indicates that this intersection will operate at a LOS E in the AM peak hour (volume to capacity ratio 0.98), and a LOS F in the PM peak hour (volume to capacity ratio 1.31). However, the Alves Ranch EIR recommends mitigation measures that improve the level of service to LOS D in both peak hours. The City of Pittsburg has, and will continue to have, development projects evaluate this intersection in the development review process and pay their "fair share" towards appropriate traffic mitigation.



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May 24, 2001

City of Pittsburg
Chairman and Members of the Planning Commission
P. O. Box 1518
Pittsburg, CA 94565-2830

CITY OF PITTSBURG
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
65 CIVIC AVENUE
Pittsburg, CA 94565

RECEIVED MAY 25 2001

**Re: Comments on Draft Environmental Impact Report (EIR) to the
Revised General Plan (GP)**

Chairman and Members of the Planning Commission:

The following comments to the EIR are submitted in accordance with the Planning Commission's action of May 22, 2001 closing public comment to the EIR effective 5:00 o'clock P.M. on May 25, 2001.

The closing of the public comment period to the EIR is inappropriate, premature, and denies due process to those who desire to accurately comment on the EIR. The EIR is based on a version of the General Plan which was published in January 2001 and which has been extensively revised. The EIR has not been modified to take into consideration the substantial modifications made in the Draft General Plan since its publication. Although there has been considerable discussion regarding the General Plan, there has been little or no public comment or public hearings specifically addressing the EIR. Accordingly, it is impossible to fulfill the purpose of the California Environmental Quality Act eliciting public comments on this environmental document as it is not based on an accurate description of the Project.

The following comments are submitted. Each comment is referenced to the page and policy number, where appropriate.

EXECUTIVE SUMMARY

1. Page 1-1. Executive Summary. The EIR should be modified in accordance with the modifications to the General Plan.
2. Page 1-1. Compact Urban Form. Not all residential will necessary be "clustered". See later comments on the term "clustered".

J-1

J-2

J-3

3. Page 1-2. Promotion of In-fill Development. There are other reasons for the promotion of in-fill development including reversing blight, preventing blight, and promoting economical development. J-4
4. Page 1-2. Increase Diversity in Housing Types. Not all residential development in the southern hills will be "clustered". J-5
5. Page 1-2. Protection of Ridgelines and Creeksides. The diagram referred to illustrates ridgelines which are not necessarily "protected from development". J-6
6. Table 1.2-1. Our comments with respect to this table are contained in the respective comments that follow. To the extent that these draft policies are changed, the above table will need to be changed accordingly. J-7

INTRODUCTION

1. Page 2-1. Introduction. The impacts mentioned in the EIR are not known with certainty. The impacts described are potentially significant impacts. J-8
2. Page 2-1. Purpose of EIR. This EIR, together with the Draft General Plan, goes beyond the proposal of policies and proposals. These documents impose specific standards and regulations without benefit of legislative due process and without regard to project specific conditions. J-9
3. Page 2-1. Purpose of EIR. The EIR proposes to assist the County Local Agency Formation Commission (LAFCO) in making decisions about changes to the City Limits and Sphere of Influence in the future. However, the General Plan and EIR do not address the change of the Sphere of Influence to include the eastern portion of the Chevron property at the intersection of Buchanan Road and Somersville Road. The EIR does not adequately address the proposed future annexations of San Marco Meadows and Skyranch. J-10
4. Page 2-3. Approach. The EIR states that proposed policies are intended to be general with details to be worked out during implementation. However, many of the proposed policies in this EIR and Draft General Plan are far from general. This statement is incongruous and inconsistent with many of the rules and regulations it purports to adopt. The specific regulations and rigid standards contained in this EIR and Draft General Plan deprive the legislative body of the flexibility and discretion necessary to deal with specific development proposals. It is J-11

inappropriate for a General Plan to contain specific and detailed implementation measures. Implementation measures are required to be subjected to legislative due process including public hearings, debate and consideration, based on information available to the policy makers at that time.

J-11

5. Page 2-4. Assumptions. No. 3. This clause imposes a subjective, single pre-condition to annexation and therefore limits the flexibility of the Council to consider other rationale for annexation.

J-12

CHAPTER 3 - PROJECT DESCRIPTION

1. Page 3-1. Planning Boundaries. Planning boundaries fail to take into account the potential Sphere of Influence change to include the eastern portion of the former "Chevron Property". It is inappropriate for the planning boundaries to be limited to coincide with the planning boundaries of other jurisdictions.

J-13

2. Page 3-12. Item No. 3. Hillside/Ridgeline Preservation. This policy should recognize that a majority of the new growth in the hillsides will result from development which is already proposed as well as entitled. Any "ridgeline protection" scheme should be subjected to legislative review and approval and balanced against other important considerations of City development.

J-14

3. Page 3-18. Planning Boundaries/Antioch. The EIR designates the eastern portion of the Chevron Property as being within the Sphere of Influence of Antioch. While this is currently true, Pittsburgh intends to make application for change of this Sphere of Influence and the EIR should address this property as well as other properties designated for future development and annexation.

J-15

CHAPTER 4 – ENVIRONMENTAL SETTING, IMPACT ANALYSIS

1. Page 4-5. Item No. 8. In planning and development, there is a specific meaning to the term "clustering" which is not defined in this EIR or in the General Plan. This term should be avoided unless defined.
2. Page 4-6. Item No. 11. EIR should acknowledge filed applications for improvement in southwest hills.

J-16

J-17

3. Page 4-16. Views. The View Shed Analysis is flawed and highly subjective. The mitigation standards and requirements flowing from the analysis are equally flawed. The view points selected for the View Shed Analysis are not locations from which the majority of Pittsburgh residents or anyone else would view the hills. Since publication of the EIR, new view sheds based on new view points were created. These new view sheds, and impacts on those view sheds are not addressed in the EIR. The new "view points" are also subjectively selected. Many of the ridgelines and hillsides selected for special "protection" do not, in fact, form a scenic backdrop to the City. The analysis fails to consider views that could be established as a result of carefully planned development in the lower hill areas. J-18
4. Page 4-23. Impact 4.2B. See comment on earlier View Shed Analysis. The General Plan, as written, mistakenly attempts to impose very precise and specific hillside/ridgeline regulations and standards outside the legislative process for developing these standards and without regard to cumulative effects. The appropriate General Plan approach would be to endorse a policy favoring hillside/ridgeline protection balanced against other important legislative goals. The General Plan should call for the development of standards and regulations that can be subjected to the required legislative public hearing process. The General Plan and this EIR fail to recognize the potential for views that could be created from upland areas. J-19 J-20
5. Page 4-23. Mitigation Measures. It is not the purpose or the policy of a General Plan to impose "stringent design standards". The preservation of ridgelines and hillsides appears to be the primary goal of this General Plan and EIR. While the preservation of ridgelines and hillsides are important goals, these goals must be balanced against other important goals of the City as determined by the legislative body. J-21
6. Page 4-24 Policy 4-P-1. The specificity of these mitigation measures is inconsistent with the purpose of establishing flexible policies within a General Plan. J-22
7. Page 4-24. 4-P-2. Same comment. J-23
8. Page 4-24. 4-P-9. See earlier comments regarding faulty View Shed Analysis. See earlier comments concerning specific regulations contained in the General Plan. The word "ensure" (meaning "guarantee") should be eliminated from this section in favor of policies and standards that encourage the goals set forth in these policies. J-24

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| 9. | Page 4-24. 4-P-17. See comment concerning clustering. | J-25 |
| 10. | Page 4-24. 4-P-18. See earlier comments on "cluster". | J-26 |
| 11. | Page 4-26. Impact 4.2C. Development in hills is not anonymous with "degrading the visual character of the southern hills". See earlier comments regarding View Shed Analysis. See earlier comments on definition of "cluster". | J-27 |
| 12. | Page 4-26. Mitigation Measures. 4-P-9, 4-P-11. Delete "ensure". Substitute "encourage". | J-28 |
| 13. | Page 4-27. 4-P-22. The word "ensure" (meaning "guarantee") should be eliminated from this section and this document and substitute the words "develop standards that encourage". | J-29 |
| 14. | Page 4-52. 7-P-33, 7-P-39, 7-P-42. The mandatory language of these policies should be eliminated. The provision of these facilities should be done where feasible in keeping with other goals of the General Plan. | J-30 |
| 15. | Page 4-58. Loss of Farmland. New hillside development poses no threat to "loss of prime farm land or farm land of statewide importance". The hillsides can be used for grazing but are not suitable for crop production due to the impossibility of cultivating crops on hillsides. | J-31 |
| 16. | Page 4-58. Impact 4.5(A). Shortage of Neighborhood Park Facilities. The planning of new parks should be consistent with the Quimby Act and consistent with the City's resources to maintain parks. | J-32 |
| 17. | Page 4-62. 8-P-2. Development of parks and recreational facilities within one-half mile of all homes is not economically feasible, limits planning flexibility, and may be contrary to City policies of developing substantial community parks instead of small "pocket parks". | J-33 |
| 18. | Page 4-62. 8-P-10. The City's acceptance of dedication of fully developed parks may be contrary to the City's ability to maintain the parks. | J-34 |
| 19. | Page 4-62. 8-P-12. In the future, it is anticipated that most of the residential development will occur in the southwest hills. Flat usable parcels may not exist. The creation of flat usable parcels may require extensive grading contrary to other provisions of this General Plan. Such | J-35 |

grading also constitutes a "improvement" for which the Developer is entitled to compensation.

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|-----|--|------|
| 20. | Page 4-62. Impact 4.5B. Statements contained in this impact are contradictory. There cannot be a potentially significant impact to recreational access if there is, in fact, no access. | J-36 |
| 21. | Page 4-65. 9-P-7. See prior comments on "clustering". | J-37 |
| 22. | Page 4-75. 11P-24. The siting of fire stations should be determined by the CCCFPD. The 1.5 mile response-radius criteria is arbitrary and may conflict with the Fire District's own policies. | J-38 |
| 23. | Page 4-79. Wastewater Flow Deficiencies. The EIR conclusion that there are sewer line deficiencies does not take into account sewer improvements made by new development. | J-39 |
| 24. | Page 4-86 to Page 4-91. Table 4.9-1. The General Plan and EIR should eliminate this table as reliable reference since the status of species changes as appropriate Federal and State agencies list and de-list. | J-40 |
| 25. | Page 4-93. 9-P-1. The requirement to conduct assessments should be eliminated from the General Plan and EIR because of conflicts with current and future protocols required by State and Federal agencies having jurisdiction over the resources in question. | J-41 |
| 26. | Page 4-93. 9-P-9. The establishment of creek protection areas should be eliminated from the General Plan and EIR because such requirements may conflict with current and future protocols required by State and Federal agencies having jurisdiction over the resources in question. | J-42 |
| 27. | Page 4-94. 9-P-11. See earlier comment regarding substitution for the word "ensure". | J-43 |
| 28. | Page 4-97. 9-P-3. The required mitigation of participation in a Regional Habitat Conservation Plan (HCP) conflicts with the City Council's policy to study an HCP to determine the benefit to the City before entering into such a plan. | J-44 |
| 29. | Page 4-117. 10-P-2. A blanket limitation on development on slopes greater than 30 percent prevents flexibility in planning and the achievement of other goals such as slope stabilization, provision of infrastructure, public safety and creation of a jobs - housing balance. | J-45 |

30. Page 4-117. 10-P-3. See comment to 10-P-2.

J-46

CHAPTER 5 – IMPACT OVERVIEW

1. Page 5-2. Open Space. The word “open” should be changed to “undeveloped”. The use of the word open implies that the land being discussed is available open space which it is not. This is evident in the next sentence which indicates infill development does not result in a loss of open space. A consistent use of terminology is required to ensure the reader of factual, not opinion-based, information.
2. Page 5-2. Air Quality. The reference to global warming should be deleted. This gratuitous comment is not relevant to the EIR and indicates a bias on the part of the preparer. Substantial evidence exists that carbon monoxide is not a major factor contributing to “global warming”.
3. Page 5-5. Regional Housing Demand. It is incorrect to state that topographical and geological constraints limit the potential for new housing to address the housing shortage. Development carries with it the opportunity to correct and remediate unsafe topographic and geological conditions.

J-47

J-48

J-49

CHAPTER 6 –ALTERNATIVES

1. Page 6-2. No Project Alternative. The assumption that the 1988 General Plan would continue to guide the City’s development in the absence of a new General Plan is false. State law requires periodic updates of the Housing Element of all General Plans. These updates would result in policies that would amend the 1988 General Plan. Further, other elements of the General Plan would be amended to ensure consistency with the Housing Element amendments required by State law.
2. Page 6-5. Alternative 2: County Urban Limit Line. The statement, “The Urban Limit Line (ULL) is straight and arbitrary, and does not reflect underlying topographic features and environmental considerations. In addition, this Alternative does not consider hillside topography, ridgeline preservation, or underlying soil and geologic conditions”, is quite accurate. However, the statement that the Urban Limit Line Alternative, “offers good potential to accommodate future residential growth ...” is inaccurate. The Urban Limit Line limits residential growth in an environment in which there is a housing shortage.

J-50

J-51

3. Page 6-5. Transportation Improvements. The EIR does not address the potential for development and the impacts of E-BART .
4. Page 6-8. Alternative No. 3: Moderate Hillside Growth. This Alternative limits flexibility in planning.

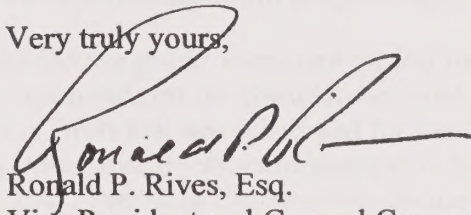
J-52

J-53

The foregoing comments are based upon the Environmental Impact Report as presented. As stated above, the comments are necessarily restricted and incomplete due to the fact that the Environmental Impact Report has not been modified to conform with revisions to the General Plan as being considered by the Planning Commission. We reserve the right to make further comments on the General Plan EIR in the event that it is modified in conformity with the Revised General Plan.

J-54

Very truly yours,



Ronald P. Rives, Esq.
Vice President and General Counsel

RPR/cw

J ALBERT D. SEENO CONSTRUCTION COMPANY (MAY 24, 2001)

- J-1 Changes to the Draft General Plan (January 2001) made by the Planning Commission and in response to public comments are *minor* modifications. These changes are technical corrections and clarifications; see the Policy/Mitigation Correspondence Table (attached) for a complete review of policy revisions.

Minor corrections in the General Plan Land Use Diagram were made, as shown in attached Figure 3.4-1b; this figure replaces Figure 3.4-1 in Draft EIR Section 3.4: Characteristics of the Proposed General Plan. Revisions to Table 2-2: General Plan Distribution were necessary to account for buildout of Regional Commercial acreage (erroneously reported as Community Commercial acreage in the Draft General Plan) within the City of Pittsburgh. However, this change is minor and does not affect the accuracy of Draft EIR Chapter 3: Project Description. Additionally, Table 2-4: Population at General Plan Buildout and Table 2-5: Employment at General Plan Buildout are revised to present buildout information with more clarity and detail, and more accurately reflect the City's General Plan GIS Database used for traffic modeling. These figures are included for clarification and comparison purposes only.

The Pittsburgh Planning Commission extended the public comment period for the Draft EIR for a total of 119 days to allow for public comments on the completeness and accuracy of the Draft EIR. Initially, public comment on the Draft EIR was scheduled for the CEQA-required 45-day period; the Notice of Completion stated that public comments were to be received by March 12, 2001. However, on March 8, 2001, Planning Commission decided to extend the public comment period on the Draft EIR until such time as the Commission considered it appropriate to close. During this time, Planning Commission conducted 9 public hearings (see response to comment A-1), and accepted written and oral comments on the Draft General Plan and Draft EIR. Finally, on May 22, 2001, the Planning Commission closed the public comment period, effective May 25, 2001. Public comment period on the Final EIR was extended for a full 74 days after the CEQA-required 45-day period.

- J-2 Changes to the Draft General Plan (January 2001) made by the Planning Commission and in response to public comments were *minor* modifications. Such changes were technical corrections and clarifications; see the Policy/Mitigation Correspondence Table (attached) for a complete review of policy revisions. No revisions made to the General Plan affect the accuracy of Draft EIR Chapter 3: Project Description.
- J-3 Albert Seeno Construction Company's position regarding clustering of hillside residential units is noted. All proposed development that is not within or contiguous to existing City limits (with the exception of Bay Point) is designated as Hillside Low Density Residential. Policies within the General Plan encourage clustering of residential units within hillside areas. By way of information:
- 2-P-25 Prohibit new development on designated ridgelines. Ensure that residential developers cluster housing units to reduce both environmental and visual impact of hillside development.
 - 4-P-17 Encourage clustering of Hillside Low-Density units in the southern hills, with resulting pockets of open space adjacent to major ridgelines and hillside

slopes. Allow density bonuses of 10 percent (maximum) for preservation of 40 60 percent or more of a project's site area as open space.

- J-4 Albert Seeno Construction Company is correct; Draft EIR Section 1.1: Proposed Project, Guiding ~~Themes~~Principles now includes revised text for bullet #4:
- ***Promotion of infill development.*** In order to minimize encroachment into the hillsides, reverse and prevent blight, promote economic development, and efficiently provide services, the Plan encourages use and revitalization of vacant and underutilized sites. These include areas in and around Downtown (West Tenth Street and Harbor Street), around Railroad Avenue and East Leland Road, the Pittsburg/Bay Point BART station, and complementary and viable uses on vacant sites in existing neighborhoods.”
- J-5 Albert Seeno Construction Company's position regarding clustering of hillside residential units is noted. By way of information, Draft EIR Section 1.1: Proposed Project, Guiding ~~Themes~~Principles now includes revised text for bullet #7:
- ***Increased diversity in housing types.*** The General Plan seeks to expand the range of housing types currently available in Pittsburg through designation of sites for low-density hillside development, as well as higher-density residential development in selected locations. This allows for a diverse range of housing opportunities for residents of different social/economic sectors. Plan policies also provide for increased flexibility in single-family development by encouraging small-lot (Downtown and arterial corridors) or ~~clustered~~ executive-style and custom/estate (Southern Hills) housing design.
- J-6 Albert Seeno Construction Company is correct; Draft EIR Section 1.1: Proposed Project, Guiding ~~Themes~~Principles now includes revised text for bullet #8:
- ***Protection of ridgelines and creeksides, and expansion of the trail and park network.*** The ~~Diagram illustrates~~ General Plan identifies major and minor ridgelines ~~protected from development, and establishes development guidelines to protect them.~~ Additionally, the Plan identifies ~~and a~~ network of open space along creeks in new growth areas that will be realized over time. These open space areas will also facilitate development of a network of bikeways and pedestrian trails.
- J-7 No substantial changes in analysis have been made to the Draft EIR Chapter 4: Environmental Setting, Impact Analysis, and Mitigation. Additional mitigation measures or minor changes in mitigation language are reflected in this Final EIR Response to Comments, and the Policy/Mitigation Correspondence Table (attached).
- J-8 After the statement of each impact in Chapter 4: Environmental Setting, Impact Analysis and Mitigation, the significance of that impact is noted in bracketed, italicized text.
- J-9 Albert Seeno Construction Company's position regarding the specificity of General Plan policies/mitigation measures is noted. By way of information:
- Draft EIR Section 2.3: Approach notes:
The nature of general plans is such that *many* proposed policies are intended to be general, with details to be worked out during implementation. (*emphasis added*)

However, in order to ensure implementation of General Plan goals and mitigation of all environmental impacts, some policies must be specific.

- CEQA Guidelines, Article 9, Section 15126.4(a)(1) states:

An EIR shall describe *feasible* measures which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy. (*emphasis added*)

Select General Plan policies/mitigation measures include specific, quantified standards and restrictions in order to effectively mitigate some environmental impacts.

- J-10 Consideration of land development policies and annexations refers to the General Plan, and is not directly related to CEQA-required environmental analysis. By way of information:

- Draft EIR Section 2.3: Approach notes:

As a Program EIR, this document focuses on the overall effects of the General Plan in the Planning Area; the analysis does not examine the effects of site-specific projects that may occur within the overall umbrella of this program in the future.

- General Plan Section 2.4: City-wide Land Use Policies contains the following new policy and commentary:

2-P-4 Consider amendments to the current SOI for properties along the eastern and western edges of the City, to take advantage to providing City services for the development of adjacent vacant lands.

The undeveloped Chevron East site has historically been considered part of Pittsburgh, and is a logical extension of the Highlands Ranch development. Developable sites west of Bay Point can also be served by extending existing City services.

However, the General Plan does not designate land uses or propose development on

- J-11 See response to comment J-9.

- J-12 Draft EIR Section 2.4: Assumptions, assumption #3 simply reiterates policy direction included in the Draft General Plan regarding growth boundaries and procedures:

2-P-1 Review the City's Sphere of Influence (SOI) every 5 years. Ensure necessary annexation and Sphere of Influence changes through coordination with the County and Local Agency Formation Commission (LAFCo), according to the 10- and 20-year goals illustrated in Figure 2-3.

Figure 3.1-2b (attached) shows the City's existing SOI, as well as proposed 2010 SOI and proposed 2020 SOI (excluding Bay Point); this figure replaces Figure 3.1-2 in Draft EIR Section 3.1: Regional Location and Planning Boundaries.

- J-13 The planning boundaries shown in the Draft General Plan and Draft EIR are the same as those shown in the Notice of Preparation, released June 1999. No comments relating to the proposed planning boundaries were received at that time.

Additionally, the Chevron property is currently located in the LAFCO-adopted SOI for the City of Antioch. However, General Plan Section 2.4: City-wide Land Use Policies contains the following new policy and commentary:

2-P-4 Consider amendments to the current SOI for properties along the eastern and western edges of the City, to take advantage to providing City services for the development of adjacent vacant lands.

The undeveloped Chevron East site has historically been considered part of Pittsburg, and is a logical extension of the Highlands Ranch development. Developable sites west of Bay Point can also be served by extending existing City services.

J-14 Albert Seeno Construction Company's position regarding ridgeline preservation is noted. Draft EIR Section 3.4: Characteristics of Proposed General Plan contains seven themes, which form a balanced structure for Plan goals and policies.

J-15 See response to comment J-13.

The referenced property is not located within Pittsburg's SOI or Planning Area, and there is not a current City application for change of SOI for this site. If annexation for this or any other site were to be initiated – by the City or by the property-owner – then appropriate environmental review will have to be undertaken at that time.

J-16 The Draft General Plan and Draft EIR Glossaries now includes the following new text defining the term “cluster (-ing, -ed)”:

A development design technique that concentrates buildings in specific areas on the site to allow remaining land to be used for recreation, common open space, and preservation of environmentally sensitive features. Single-family residential subdivisions permit a reduction in lot area and bulk requirements, provided there is no increase in the number of lots permitted and resultant land area is devoted to open space.

J-17 Draft EIR Section 4.1: Land Use, Planning Subareas item #11 now includes new text acknowledging development and improvements in the foothills:

Southwest Hills. Annexed by the City in 1990, this subarea consists primarily of undeveloped, rolling hills. However, the area is the site of the approved 640-acre San Marco residential development, which will include both low and high-density residential units. The Oak Hills and Alves Ranch residential subdivisions are also located within this subarea. Additionally, the southern hills subarea includes the San Marco Meadows and Bailey Estates projects, which are not yet annexed to the City but are located within the County ULL.

Multi-family housing developments will be concentrated along the West Leland Road corridor. A mixed-use, community commercial center at the West Leland Road/San Marco Boulevard intersection will serve nearby neighborhoods, while business commercial parks will be developed along West Leland Road. A small portion of the Pittsburg/Bay Point BART Station Area Specific Plan area also lies within this subarea.

- J-18 The refined Viewshed Analysis, dated June 2001, was prepared at the request of the Planning Commission as a result of public review of the Draft General Plan. Viewpoints for the analysis were selected based on direction by the Planning Commission. Draft EIR Section 4.2: Community Character now includes revised Figure 4.2-1b; this refined Viewshed replaces Figure 4.2-1 in the Draft EIR.

The refined Viewshed Analysis further bolsters the location of the delineated major and minor ridgelines. Figure 4.2-1b shows delineated major and minor ridgelines, and the 500-foot contour, all on the same drawing. In order to allow appropriate development in lower hillsides adjacent to existing urban uses, note that delineated ridgelines are all generally those 500 feet or higher in elevation; ridgelines in areas of lower elevations—such as along West Leland Road—are not delineated as major or minor.

- J-19 Preferences related to specificity of ridgeline development policies and standards refer to the General Plan, and are not directly related to CEQA-required environmental analysis. See response to comment J-9.
- J-20 Discussion of which views are more sensitive than others is a matter of policy, and is not directly related to CEQA-required environmental analysis. By way of information, views created from upland areas only provide benefit to those residents living in hillside areas. Because the vast majority of Pittsburgh residents live in the lower elevations, views of the hillsides and the ridgelines are important to the community, and are reflected in the General Plan themes.
- J-21 Development of goals and policies refers to the General Plan, and is not directly related to CEQA-required environmental analysis.
- J-22 Albert Seeno Construction Company comments on a General Plan policy that is identified as a mitigation measure, not directly on the Draft EIR. The specificity of General Plan policies and standards is a matter of legislative decision-making. Identification of specific mitigation measures and standards to mitigate environmental impacts is custom and practice – Guide to the California Environmental Quality Act (Remy, Thomas, Moose and Manley; 1999, Tenth edition) states that “...measures may specify performance standards which would mitigate the significant effects of the project.”
- J-23 See response to comment J-22.
- J-24 See response to comment J-18. See response to comment J-9. Specific policy language, including “ensure”, guarantees that potentially significant impacts are mitigated through policy implementation.
- J-25 See response to comment J-16.
- J-26 See response to comment J-16.
- J-27 See response to comment J-18. See response to comment J-16.
- J-28 Specific policy language, including “ensure”, guarantees that potentially significant impacts are mitigated through policy implementation.

- J-29 Specific policy language, including “ensure”, guarantees that potentially significant impacts are mitigated through policy implementation.
- J-30 Specific policy language, including “ensure”, guarantees that potentially significant impacts are mitigated through policy implementation.
- J-31 Albert Seeno Construction Company is correct; Draft EIR Section 4.5: Parks, Open Space, and Agricultural Resources, Impact 4.5-c addresses the effects of new hillside development on Prime Farmland, Farmland on Statewide Importance, as well as Farmland of Local Importance. The Draft EIR identifies only one small pockets of Farmland of Local Importance in the Buchanan subarea, and goes on to identify this potential impact as *less than significant*.
- J-32 Albert Seeno Construction Company’s concern regarding parkland standards is noted. By way of information, Draft EIR Section 4.5: Parks, Open Space, and Agricultural Resources states that Pittsburg’s existing parkland availability of 312 acres, which amounts to an existing (year 2000) parkland ratio of 5.8 acres per 1,000 residents. The General Plan proposes an additional 117 acres of neighborhood and community parks, and 12 acres of linear park facilities (currently under construction). Assuming full buildout of designated park facilities, the City’s parkland ratio will total approximately 5.3 acres per 1,000 residents at buildout.

With an increase of approximately 25,600 new residents and 130 acres of new parkland over the course of the General Plan timeframe, the City accommodates 5.0 acres per 1,000 *new* residents. Therefore, the City’s parkland standard of 5 acres per 1,000 population meets the requirements of the Quimby Act.

- J-33 Albert Seeno Construction Company’s position regarding development of park facilities near residential neighborhoods is noted. By way of information, Draft EIR Section 4.5: Parks, Open Space, and Agricultural Resources, Impact 4.5-a now contains the following revised text for the referenced policy (8-P-2):

8-P-2 Pursue the development of park and recreation facilities within ~~one-half mile~~ reasonable walking distance of all homes.

Moreover, Draft EIR Section 4.5: Parks, Open Space, and Agricultural Resources, Figure 4.5-2 illustrates that virtually all existing neighborhoods in the City are within half-mile of an existing neighborhood or community park.

- J-34 Park dedication and development policies refer to the General Plan, and are not directly related to CEQA-required environmental analysis. By way of information, Draft General Plan Section 8.2: Parks contains the following policy (was 8-P-13/now 8-P-14) addressing park maintenance:

8-P-14 Develop a maintenance-funding plan for all City parks. Consider participation in parkland maintenance districts as a condition of development approval for new residential subdivisions

J-35 Policies addressing hillside development and grading requirements refer to the General Plan, and are not directly related to CEQA- required environmental analysis. By way of information:

- Draft General Plan, Section 8.2: Parks contains the following policy (was 8-P-12/now 8-P-13) ensuring that parkland dedications provide usable recreational areas for Pittsburgh residents:

8-P-13 Limit parkland dedications to flat, usable parcels within new residential neighborhoods (see Policy 8-P-6 above). Ensure that such park sites provide open, grassy areas for informal recreational play (such as football or soccer).

- Draft General Plan, Section 8.2: Parks contains the following revised Policy 8-P-6, referenced above:

8-P-6 Revise the City's Park Dedication Ordinance to define useable area for parkland dedication requirements. Proposed park sites should be:

- Designed such that 80 percent of the site has slopes of less than 3 percent that are suitable for active recreational play;
- Sized according to the City's park standard of 5 acres per 1,000 residents (for example, a 200-unit subdivision would yield about 600 residents, and a dedication requirement of 3 acres); and
- Available for year-round use, so that detention basins are not designated as parkland or shared park facilities; and
- A minimum of 2 contiguous acres in new residential neighborhoods.

- Draft General Plan, Section 4.2: Hillside Development also contains the following new policy limiting grading of hillsides over the 800 foot elevation contour:

4-P-11 Limit grading of hillside areas over 30 percent slope (on Figure 10-1) to elevations less than 800 feet, foothills, knolls, and ridges not classified as major or minor ridgelines (on Figure 4-2). During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.

- Flat sites for neighborhood parks could be made available in southwest hills, because virtually land proposed for urban development is lower than the 800 foot contour. Additionally, analysis conducted as part of the existing settings evaluation for the General Plan (Pittsburgh General Plan Update: Existing Conditions and Planning Issues (June 1998), Figure 13-2: Slope) indicates that there are numerous sites in the southwest hills with slopes shallower than 30 percent.

J-36 Albert Seeno Construction Company is correct; Draft EIR Section 4.5: Parks, Open Space, and Agricultural Resources, Impact 5.4-b now contains the following revised text:

The construction of new housing units on existing vacant hills will alter the visual nature of the rolling, open hillsides. New development may also reduce the availability of opportunity

for passive recreational opportunities activities within the southern hills. This loss of visual and recreational access to open space is considered a *potentially significant* impact.

Much of the southern hills are privately-owned ranches, and ~~only with~~ views of hillside open spaces are available to the public. Physical access, even in the form of hiking or horseback-rising trails, is ~~currently limited~~. Recreational access to surrounding hillsides is provided by Black Diamond Mines Regional Preserve. However Additionally, provision of multi-use trails within new Hillside Low Density Residential neighborhoods is proposed within the General Plan.”

J-37 See response to comment J-16.

J-38 The 1.5-mile radius is a goal of the Contra Cost County Fire Protection District (CCCFPD) to maintain a response time of five minutes or less. Detailed description of CCCFPD’s goals can be found in the Pittsburg General Plan Update: Existing Conditions and Planning Issues (June 1998), Section 13.4: Fire Hazards.

J-39 Draft EIR Section 4.8: Water, Wastewater, and Solid Waste, Impact 4.8-b states:

...Current deficiencies exist within the wastewater collection system; therefore substantial expansion of the system must occur in conjunction with future development. Additional expansion of the DDSD treatment plant will also be necessary, as planned by DDSD, to accommodate projected wastewater flows at buildout.

J-40 Identification of special status species reported within the Planning Area at the time of EIR publication is appropriate. This document is a Program EIR, which does not obviate the need for later site-specific environmental reviews. Thus, at the time environmental assessment for specific projects are conducted, current information on both the status of species and their occurrence should be examined.

J-41 See response to comment E-5.

J-42 See response to comment E-5.

J-43 Specific policy language, including “ensure”, guarantees that potentially significant impacts are mitigated through policy implementation.

J-44 Draft EIR Section 4.9: Biological Resources, Impact 4.9-c now contains the following revised policy text:

9-P-3 Participate in the *development* of a regional Habitat Conservation Plan (HCP) and consider its adoption for preservation of native species throughout eastern Contra Costa County. [*emphasis added*]

The developed HCP would still have to be adopted by the City Council prior to taking effect.

J-45 Draft EIR Section 4.12: Geology and Seismicity contains mitigation measures that reduce exposure to landslide, soil slump and other geological hazards. By way of information, Draft

EIR Section 4.12: Geology and Seismicity, Impact 4.12-a now includes the following revised text:

10-P-2 ~~Limit~~ Restrict future development from occurring on slopes greater ~~then~~ than 30% ~~percent~~ (as designated in Figure 10-1) over the 800 foot elevation contour, and on major and minor ridgelines (as delineated in Figure 4-2).

J-46 See response to comment J-45.

J-47 Albert Seeno Construction Company's clarification of the use of "open space" is noted. Draft EIR Section 5.2: Significant Irreversible Environmental Changes, discussion of Open Space is now revised as follows:

Development of vacant sites throughout the City and within the southern hills would result in the conversion of ~~open~~ undeveloped land to urban uses. The development of infill sites would not constitute the loss of open space, because most sites are already surrounded by existing urban infrastructure and development. Development within the southern hills will entail disruption of rangeland for cattle grazing, a small portion of agricultural land with local importance, and smaller, intermittent riparian habitat and wetlands.

J-48 According to a report requested by President G. W. Bush from a committee of the National Research Council (<http://books.nap.edu/html/climatechange>), carbon monoxide (CO) can indeed have an indirect greenhouse effect. Draft EIR Section 5.2: Significant Irreversible Environmental Changes, discussion of Air Quality is now revised as follows:

The proposed project would result in significant irreversible impacts on air quality. Long-term use of automobiles throughout the region can lead to the accumulation of carbon monoxide (CO) in the atmosphere, a ~~major~~ contributing factor to global warming.

By way of information, Draft EIR Section 4.4: Air Quality, Impact 4.4-a now includes the following new text:

The Bay Area has in recent years seen increasing concentrations of ozone. Ozone has harmful health effects when found at ground level, including reduction in lung function, chest pain, and cough, and aggravation of pre-existing respiratory diseases, particularly asthma. According to the Bay Area Air Quality Management District, more than 50 percent of the Bay Area ozone concentration is a result of vehicle emissions (<http://www.baaqmd.gov/pie/backgrnd.htm#o3>). Air quality monitoring stations at Concord and Pittsburg have recorded some of the highest concentrations of ozone in the Bay Area (<http://www.baaqmd.gov/pie/apsum/pollsum99.pdf>). Due to ozone excesses during 1995, 1996, and 1998, the Bay Area is now a non-attainment area for the ozone standard. If the Bay Area does not meet federal air quality standards, it stands to lose important and needed federal transportation funding, and is subject to a variety of other control measures.

J-49 Albert Seeno Construction Company's position regarding hillside development is noted. Draft EIR Section 5.3: Growth-Inducing Impacts, discussion of Regional Housing Demand now contains the following revised text:

In order to provide housing opportunities for new workers and fulfill fair-share housing requirements, the General Plan identifies additional residential sites within the Planning Area. A variety of sites are identified: existing residential sites are targeted for intensification; vacant lands within the southern Planning Area are designated; and existing non-residential sites are identified for conversion to residential uses; and specific hillside development opportunities are located. The potential for new housing development in the hillsides outside City boundaries are limited as a result of topographical and geological constraints.

- J-50 The assumption that the 1988 General Plan will continue to guide the City's development if the proposed General Plan (proposed project) were not adopted is a reasonable assessment. CEQA Guidelines Section 15126.6 (e)(3)(A) states:

When the project is a revision of an existing land use or regulatory plan, policy, or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy, or operation into the future.

- J-51 Albert Seeno Construction Company's position regarding the ULL is noted; Draft EIR Section 6.2: Alternative 2: County Urban Limit Line (1996) now contains the following revised text:

The Urban Limit Line (ULL) is straight and arbitrary, and does not reflect underlying topographic features and environmental considerations. In addition, this alternative does not consider hillside topography, ridgeline preservation, or underlying soil and geologic conditions. It offers good potential to accommodate future residential growth. If environmental factors were to be disregarded, a substantial amount of development could be accommodated within the ULL.

- J-52 Draft EIR Section 6.2: Alternative 2: County Urban Limit Line (1996), discussion of transportation improvement notes:

...A future BART station is located at State Route 4/Railroad Avenue.

By way of information, Draft EIR Section 4.3: Transportation, Impact 4.3-a contains the following mitigation measure promoting BART as an alternative to the automobile commute:

- 7-P-27 Support the expansion of the existing transit service area and an increase in the service levels of existing transit. Support increased Tri-Delta and County Connection express bus service to the Pittsburgh/Bay Point BART Station to reduce traffic demand on State Route 4.

- J-53 Alternative 3: Moderate Hillside Growth is a reasonable Plan alternative.

MINUTES
OF THE REGULAR MEETING
OF THE
PITTSBURG PLANNING COMMISSION

February 13, 2001

A regular meeting of the Pittsburg Planning Commission was called to order by Chairman Kee at 7:33 P.M. on Tuesday, February 13, 2001, in the City Council Chambers of City Hall at 65 Civic Avenue, Pittsburg, CA.

ROLL CALL:

Present: Commissioners Glynn, Holmes, Kelley, Leonard, Tumbaga, Valentine, Chairman Kee

Absent: None

Staff: Community Development Director Nasser Shirazi; Planning Manager Randy Jerome; Associate Planner Chris Bekiaris; Associate Planner Avan Gangapuram; Civil Engineer II Alfredo Hurtado.

POSTING OF AGENDA:

Chairman Kee advised that the agenda had been posted at City Hall on Friday, February 9, 2001.

PLEDGE OF ALLEGIANCE:

City resident Ben Johnson led the Pledge of Allegiance.

MINUTES: January 23, 2001

MOTION:

Motion by Commissioner Glynn to approve the minutes of the January 23, 2001 meeting, as submitted. The motion was seconded by Commissioner Holmes and carried by the following vote:

Ayes:	Commissioners Glynn, Holmes, Kelley, Tumbaga, Valentine, Kee
Noes:	None
Abstain:	Commissioner Leonard
Absent:	None

PUBLIC HEARINGS:

ITEM 1: Draft Environmental Impact Report for General Plan Update, "Pittsburg 2020: A Vision for the 21st Century."

Description of environmental impacts and mitigation measures for the comprehensive update of the City's General Plan (Pittsburg 2020: A Vision for the 21st Century). The Draft Environmental Impact Report (EIR) evaluates the environmental impacts that could be triggered by the land uses and the policies proposed in the Draft General Plan. Oral or written comments on the Draft EIR

Mr. Jerome explained that this was the first formal public hearing in the General Plan process. A number of public workshops had been held over the past few years with input on the design of the General Plan. The Consultants had prepared the City's vision based upon what they had heard from the public, staff, the Planning Commission and the City Council. He reported that copies of the Draft General Plan and the Draft EIR had earlier been presented to the Commission.

Mr. Jerome acknowledged that there would be public hearings on the General Plan itself. The City was in the process of California Environmental Quality Act (CEQA) review for the General Plan Update. Under CEQA law, the City had a 45-day public review period after the Draft EIR had been submitted. The 45-day review period would end on March 12, 2001.

A public hearing review period had been proposed prior to the end of the review period to allow the opportunity for review of the Draft EIR and to receive any oral comments. Written comments must be received by March 12, 2001.

Assistant Planner Avan Gangapuram reiterated the purpose of the public hearing to seek oral and written comments on the Draft EIR from both the Commission and the public to identify the completeness and thoroughness of the EIR.

Mr. Gangapuram explained the background of the General Plan process that had started in 1997 when the City Council had adopted a resolution authorizing City staff to hire a planning consultant to conduct a comprehensive update of the General Plan. On September 2, 1997, Dyett and Bhatia, Urban & Regional Planners, had been retained to conduct the comprehensive update of the General Plan.

The General Plan had evaluated the entire City consisting of 15.6 square miles, with an additional 2.6 square miles in the Sphere of Influence, and 22.9 square miles of the planning area, for approximately

42 square miles. Based on the data collected through various sources, different land use categories had been assigned to different properties.

Mr. Gangapuram reiterated that the General Plan Update was subject to CEQA regulations and guidelines. A determination had been made that potential significant environmental impacts associated with the proposed policies in the General Plan land use designations would require the preparation of an EIR. In compliance with Section 15082 of CEQA, a Notice of Preparation had been mailed to all responsible agencies on July 21, 1999. Responses from the responsible agencies had been evaluated by the Planning Consultant and had been incorporated into the Draft EIR.

Upon the completion of the Draft EIR, the Planning Department had sent a Notice of Completion to the Office of Planning and Research and other responsible agencies. There was a 45-day period to respond to the document with written comments as to whether or not the document was complete. Upon the receipt of all comments, comments would be evaluated by the consultants and responded to in the Final EIR.

The General Plan EIR had evaluated all of the required elements of the General Plan in addition to an evaluation of elements not required by State law.

Mr. Gangapuram recommended upon the completion of the presentation from the General Plan consultants that the Planning Commission refer comments on the Draft EIR to Dyett and Bhatia for responses, to be included in the Final EIR.

RAJEEV BHATIA, Dyett & Bhatia, explained that the purpose of the discussion had been to prepare a vision for the City's development and to identify policies that preserved and enhanced the natural resources and environment of the City. In that sense, the General Plan was seeking to fulfill a CEQA objective, as to whether certain elements and policies would preserve the environment.

The General Plan had several guiding themes that provided an overall direction for the policies and elements. The themes ranged from downtown and waterfront revitalization to natural and scenic elements, such as hillside and ridgeline preservation, seeking of jobs and the like. The themes had been arrived at through discussions with various forums, committees, comments from the public, the Commission, the City Council and the like.

The themes provided the basis for the various elements and policies of the General Plan. The General Plan included all elements as required by State Law, in addition to certain option elements. Option elements included Urban Design, Downtown, Economic Development and the like. Due to the various concerns expressed during the various forums, the optional elements had been included in the General Plan. State law stipulated that if an element had been included in the General Plan, each element carried equal weight and all would have the same level of gravity.

Mr. Bhatia explained the purpose of the General Plan EIR, to evaluate the environmental impacts of the General Plan itself in terms of impacts to air, water, noise, transportation health and safety. In addition, it would assist the City Council and the Planning Commission in adopting the plan, making

recommendations in the plan and would provide a basis for subsequent or more detailed site specific plans and development proposals.

The developments under the umbrella of the General Plan would still be subject to further environmental review. The EIR would also assist the Local Agency Formation Commission (LAFCO) in making decisions about changes to the City limits and its Sphere of Influence.

In order to meet the intent of CEQA, the plan had been prepared to be self-mitigating and included mitigation measures for the General Plan policies and annual review of the General Plan process by State Law, which would not necessitate a separate monitoring program.

Mr. Bhatia identified how an analysis of the land uses had been conducted for the review of the General Plan and identified policies. In some instances, the policies had already been identified in the General Plan and through further analyses it was clear that there should be policies to address impacts. Incorporated in the document by reference were maps and diagrams and an Existing Conditions Report that had been prepared two and a half years ago, which consisted of an extensive analysis of existing conditions in the City.

Mr. Bhatia explained that they had been able to mitigate most of the impacts with the exception of some. Those impacts included transportation and air quality. Although the General Plan exceeded the stipulated Level of Service (LOS) goals for certain streets and street segments, those had been highlighted in the EIR and the detailed analysis.

Given those significant and unavoidable environmental impacts, Mr. Bhatia reported that the City Council would have to adopt a Statement of Overriding Considerations which would state that it would be beneficial for the City to proceed with the General Plan Update with the objectives that had been laid out.

Mr. Bhatia also noted that the EIR had also analyzed various alternatives and had gone through an extensive analysis process. A document that had been prepared titled, *City of Pittsburg General Plan Sketch Plans* had incorporated the alternatives as alternatives to the General Plan itself.

Mr. Bhatia reiterated that the City was in the public review process stage of the Draft EIR, which was an ongoing process. The purpose of the meeting was to allow the public and the Commission an opportunity to make oral comments on the adequacy of the Draft EIR. Written comments would be received by the public and public agencies with a deadline of March 12, 2001.

Upon the receipt of oral and written comments, a Final EIR would be prepared, including the consultant's responses to those comments. Subsequently, the Planning Commission would make a recommendation to the City Council to certify the EIR as being adequate. The Planning Commission would also make a recommendation that the City Council adopt the plan.

PUBLIC HEARING OPENED

PETE CARPINO, a resident of Pittsburg, requested assurance that traffic impacts would be addressed in the Draft EIR, in particular the reverse traffic impacts that could result from the City of Concord's plans for metering on Kirker Pass Road and the City's plans to potentially meter City streets as a result.

K-1

RON RIVES, an attorney representing Seeno Construction Company, commented that this was a time of economic prosperity in the City and a time of opportunity to develop the community as surrounding communities had done. He cited the Pittsburg/Bay Point BART Station as an example of an opportunity where the facility was within close proximity to a major freeway where commercial, office, and high density residential development could be realized.

Mr. Rives noted that Seeno Construction Company was in the process of developing San Marco, San Marco Meadows and Montreux developments, all of which would provide a greater variety of housing and public amenities that the City had ever seen. He suggested that the General Plan and the EIR should not be a document that the City would adopt unless it could be used to assist the City in defining or sustaining the goals of the City.

Mr. Rives advised that the developer was of the belief that the General Plan and the EIR unnecessarily limited the flexibility that the Planning Commission and the City Council would have to make approvals and review projects on a project specific basis. He suggested that the plans presented rigid limitations regarding ridgelines and hillside development.

While he recognized the goal of hillside and ridgeline preservation, Mr. Rives commented that the aesthetic values of maintaining the view of the hills throughout the City was an important goal, although it was one goal of many set forth in the General Plan and one for which the City had to proceed in the future.

L-1

Mr. Rives cited, for example, geotechnical considerations, slide stabilization considerations, cohesiveness of the City's infrastructure, the City's water system cohesiveness, storm drain cohesiveness and transportation cohesiveness. He suggested that if the City were to lock into an iron clad document where it would be prohibitive for one to develop within 100 feet of a ridgeline either horizontally or vertically, that would unnecessarily limit the City's flexibility.

Mr. Rives identified ridgelines on the maps of the City that were proposed to be protected. He identified a particular ridgeline in the southwest quadrant of the City where San Marco Boulevard was located. He commented that the City could not build its own road depicted in the General Plan if the City were to maintain a rigid policy on the development on ridgelines. As such, he requested flexibility if other goals were to be met.

Mr. Rives also commented that the General Plan sought to regulate creekside development. He pointed out that creek improvements and creek bed alternatives were regulated by the California Department of Fish and Game. Wetlands were regulated by the Army Corps of Engineers. If the City were to become involved in those issues, Mr. Rives suggested that would impose another layer of bureaucracy on top of a layer that developers already had to deal with. The plan would also put the City in the business of regulating the Endangered Species Act.

Mr. Rives referenced Page 1-19 of the EIR, with respect to "...conducting of assessments of biological resources prior to approval of development within 300 feet of creekways, wetlands or habitat areas of identified special status species as depicted in Figure 9-1 of the document..." He suggested that the Department of Fish and Wildlife service had a vital interest in regulating anything a developer wanted to do regarding species. He questioned the City's position to add another layer of bureaucracy and questioned the City's involvement in the enforcement of the Endangered Species Act, burdening developers who were already meeting the burdens to satisfy Federal and State agencies.

L-1

Mr. Rives suggested that in order to satisfy all of those conditions, the City would require all developers to obtain necessary State and Federal permits regarding species, including wetlands and creekside preservation.

Mr. Rives commented that the EIR also spoke of the participation in the development of a Regional Habitat Conservation Plan (RHCP) for the preservation of native species throughout Contra Costa County. He suggested that regulation did not belong in the document.

Mr. Rives also noted that the City had currently agreed to participate in the study of the feasibility of being a part of a RHCP. He commented that a condition of the City's participation was that the City would not have to participate in the RHCP if the City did not like the form the RHCP took. He suggested that flexibility should not be eliminated by inserting the regulation in the General Plan. He suggested that was an example of the City limiting its own flexibility by what was involved in the General Plan.

L-2

Mr. Rives reiterated that the critical comments regarding the EIR and the General Plan had to do with the City tying its hands and not allowing the flexibility to take into consideration all legitimate goals of the General Plan for the future development of the City.

ROGER RILEY, a resident of Pittsburg, echoed the previous comments and agreed that the General Plan should have some flexibility. He expressed concern with the definition of a creek. He cited Kirker Creek as an example. He also commented on the issues of the City's ridgelines, which he described as the best and only place to build fine upscale homes in the City.

M-1

M-2

Mr. Riley also cited the area of Alta Vista Circle as an example of a prized neighborhood located on a ridge. He inquired how future changes would be made to the General Plan and inquired how difficult and costly such a process would if such a request was made. He also advised that the map depicted on display to the audience was not accurate. He stated, for instance, that his office building located on Railroad Avenue had been designated for Light Residential, although the building was a commercial space with certain parking areas. Those future parking areas had not been designated on the map. He requested correction prior to the adoption of the document.

M-3

M-4

ELLEN KOLB explained that the Thomas family had been opposed to annexation to the City of Pittsburg for some time. She clarified that Kirker Creek ran to the top of Kirker Pass Road. She otherwise questioned in terms of the potential environmental impacts where electricity and water

N-1

services would be obtained. She pointed out the current electricity and fuel problems. She suggested that the entire plan was ludicrous.

KATHERINE THOMAS commented that if the City was going to plan what it wanted to do with her property she should be able to plan what she wanted to do with the City's property.

GLORIA THOMAS did not wish to speak but asked that her written comments be made a part of the record:

We do not want to be annexed. No way. It had been no way with me all along.

C. de BONNEVILLE commented with respect to the potential impacts on land uses that the indigenous wildlife in the area had not been fully researched. The analysis had neglected to mention that coyotes, rabbits, squirrels and the kit fox were in the area. Additionally, she commented that the kit fox habitat had been mentioned leading one to believe that its habitat was minor.

Ms. de Bonneville noted that the kit fox habitat was much larger than had been expressed in the document. She commented that she saw coyotes at least once every two weeks, kit foxes and squirrels were often seen as well. She noted that the area where she resided was full of wildlife. With development encroaching, she suggested that no provision had been made for the wildlife habitat.

BEN JOHNSON, a resident of Pittsburg, stated that the document had not addressed any mitigation measures for potential traffic impacts as a result of the construction of the Harbor and Railroad Avenue overpasses. He also expressed concern with High Density designations for the area of Eighth, Ninth and Tenth Streets versus the existing Low Density developments in the area. He also opposed a High Density designation for Solari Street and Central Avenue. He also commented that traffic mitigation measures had not been addressed for those areas.

Speaking to the Tenth Street Corridor, Mr. Johnson noted that the area was designated for High Density development. He suggested that the type of High Density development that could occur should be clarified. In addition, the EIR had not followed the City's process for the maintenance of City streets and infrastructure in terms of the City's existing water lines. He suggested that the EIR identify mitigation measures for the repair of existing water and sewer lines, particularly in relation to potential new development.

Mr. Johnson further suggested that the City work as a partner with East County jurisdictions with greater detail, with mitigation measures to be identified in the EIR. He also recommended that the document address the City as a co-partner in addressing traffic impacts, such as how to mitigate BART, whether it should be moved down to the City of Antioch and the like.

Mr. Johnson otherwise concurred with the previous concerns regarding the present structure of the City's Urban Limit Line (ULL).

PUBLIC HEARING CLOSED

K PETE CARPINO

- K-1 Mr. Carpino's concern regarding traffic congestion on Kirker Pass Road is noted. See response to comment F-3.

L RON RIVES

- L-1 Discussion of land development patterns, ridgeline and hillside policies, and creek improvements refers to the General Plan, and is not directly related to CEQA-required environmental analysis. See response to comment E-5.

By way of information, each of the potential impacts raised by Mr. Rives has been addressed in the Draft EIR:

- Draft EIR Section 4.12: Geology and Seismicity analyzes geotechnical and slide stabilization considerations.
- Draft EIR Section 4.8: Water, Wastewater and Solid Waste analyzes Pittsburg's water supply system.
- Draft EIR Section 4.13: Drainage, Flooding and Water Quality addresses the City's storm drainage system.
- Draft EIR Section 4.3: Transportation contains transportation modeling and analysis.

- L-2 See response to comment J-44.

M ROGER RILEY

- M-1 Creek preservation policies refer to the General Plan, and are not directly related to CEQA-required environmental analysis. However, Draft EIR Section 4.13: Drainage, Flooding and Water Quality now includes the following new definition of "creek":

Intermittant or year-round waterway moving ground and surface water through a watershed, as defined by U.S. Geographic Service (USGS) topographic maps.

- M-2 Discussion of ridgeline development refers to the General Plan, and is not directly related to CEQA-required environmental analysis.
- M-3 The City of Pittsburg can process General Plan amendments periodically under State law, California Government Code Section 65358.
- M-4 Several minor inaccuracies in the General Plan Diagram have been corrected, as shown in attached Figure 3.4-1b; this figure replaces Figure 3.4-1 in Draft General Plan Section 3.4: Characteristics of the Proposed General Plan.

N ELLEN KOLB

N-1 Annexations and land use planning refers to the General Plan, and are not directly related to CEQA-required environmental analysis. By way of information, each of the issues raised by Ellen Kolb has been addressed in the Draft EIR:

- Draft EIR Section 4.15: Telephone, Cable and Energy analyzes energy considerations.
- Draft EIR Section 4.8: Water, Wastewater and Solid Waste analyzes the City's water supply system.

O KATHERINE THOMAS

O-1 Discussion of land use planning refers to the General Plan, and is not directly related to CEQA-required environmental analysis.

P GLORIA THOMAS

P-1 Annexations and land use planning refers to the General Plan, and are not directly related to CEQA-required environmental analysis.

Q C. DE BONNEVILLE

Q-1 Draft EIR Section 4.9: Biological Resources, Impact 4.9-a addresses preservation of special status species. Additional information relating to the San Joaquin kit fox is provided in response to comment G-6, and relating to the California black rail and California least tern in response to comment G-7.

R BEN JOHNSON

R-1 Construction impacts are typically not addressed in a General Plan traffic analysis, which looks at broad traffic impacts in a long range planning horizon. Construction impacts should be addressed at the project level evaluation stage.

R-2 Residential densities and patterns refer to the General Plan, and are not directly related to CEQA-required environmental analysis.

R-3 Draft EIR Section 4.3: Transportation, Impact 4.3-a recommends mitigation measures for the intersection of Solari/Central that improve its level of service to a LOS C in the PM peak hour. Such mitigation measures include installation of a traffic signal and reconfiguring the existing lane configurations. Traffic volumes on both Central Avenue and Solari Street (less than 1,200 vehicles per hour in both directions) are well within the capacity of these streets.

- R-4 Mr. Johnson's concern regarding maintenance of the City's water and sewer systems is noted. By way of information:
- Draft EIR Section 4.8: Water, Wastewater, and Solid Waste contains the following mitigation measure addressing replacement and/or expansion of existing water mains:
 - 11-P-2 Implement, as needed, replacements and/or expansions to the existing system of water mains through the City's Capital Improvement Program.
 - Draft EIR Section 4.8: Water, Wastewater, and Solid Waste contains the following mitigation measure (was 11-P-10, now 11-P-12) addressing replacement and/or expansion of the City's trunk sewer system:
 - 11-P-12 Pursue replacement and/or expansion of the City's trunk sewer system, as demand increases, particularly in newer portions of the system south of State Route 4.
- R-5 Mr. Johnson's position regarding cooperation with other East County jurisdictions is noted. By way of information, numerous General Plan policies require that the City coordinate with other jurisdictions in implementing roadway and transit system improvements. Additionally, General Plan Section 7.2: Roadway System and Traffic Standards includes the following goal:
- 7-G-3 Coordinate circulation system plans with other jurisdictions' and agencies' plans, including Antioch and Concord, CCTA, and Caltrans.
- R-6 Discussion of County Urban Limit Line refers to the General Plan, and is not directly related to CEQA-required environmental analysis.

3 Policy / Mitigation Correspondence Table

The following Correspondence Table is a compilation of all of the policy/mitigation changes resulting from the Response to Comments, Planning Commission direction, and staff-initiated corrections and clarifications.

The Correspondence Table contains all revised and new General Plan goals and policies, including both text changes and/or numbering changes. Revisions to policy/mitigation text are indicated herein as redline for additions and ~~strikeout~~ for deletions. Mitigation measures not contained within the Correspondence Table have not changed from the Draft EIR.

Policy / Mitigation Correspondence Table

Draft GP Revised Policy Text
Policy # Policy # (revisions in underline/~~strikeout~~)

2 Land Use

GOALS: LAND USE

2-G-1		Maintain a compact urban form within the City's <u>projected</u> municipal boundary. Ensure that visible hillside lands <u>not environmentally suitable for development</u> around the City are maintained as open space.
2-G-3		Emphasize clustered <u>concentrated</u> commercial development, rather than linear commercial strips.
2-G-8		Ensure that hillside development <u>enhances the built environment, improves safety through slope stabilization,</u> is respectful of topography, slope, and other natural constraints, and preserves ridgelines and viewsheds.
2-G-9		Exercise leadership in securing development and preserving open space consistent with the General Plan in portions of the Planning Area that <u>will ultimately be inside</u> are outside the city boundaries.

POLICIES: LAND USE

Planned Development and Compatibility

	<u>2-P-4</u>	<u>Consider amendments to the current SOI for properties along the eastern and western edges of the City, to take advantage to providing City services for the development of adjacent vacant lands.</u>
2-P-4	<u>2-P-5</u>	Undertake planned development as a means to achieve high community design standards, not to circumvent development intensity standards.
2-P-5	<u>2-P-6</u>	Ensure provision of community amenities <u>within</u> planned development projects, including parks and recreation facilities, streetscaping and pedestrian paths, transit facilities, parking areas, and public safety facilities. <u>Ensure construction of amenities at a time that is in balance with the needs of the development.</u>

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> / strikeout)
2-P-6	<u>2-P-7</u>	During development review, consider project compatibility with existing surrounding land uses. Ensure that sensitive uses—such as residences, schools, and parks—are not subject to hazardous or unhealthy conditions.
2-P-7	<u>2-P-8</u>	In the case of resident and/or business displacement due to redevelopment activities, provide tenants/property-owners with fair market values and moving costs.
<i>Commercial and Industrial Development</i>		
2-P-8	<u>2-P-9</u>	Allow development of residential uses in transition areas where real estate interest in industrial land adjacent to existing or planned residential areas has diminished. However, ensure project design avoids potential activity conflicts.
2-P-9	<u>2-P-10</u>	Reserve sites for Business Commercial uses, including but not limited to: • Along State Route 4, focused at the Willow Pass Road/San Marco Boulevard interchange and Loveridge Road interchange; • Adjacent to the Pittsburgh/Bay Point BART Station; • Between Willow Pass Road and the BNSF Railroad tracks, west of Downtown; and • Along Harbor Street, between State Route 4 and East Leland Road (the proposed Railroad Avenue BART Station).
2-P-10	<u>2-P-11</u>	Do not allow sites designated for Business Commercial uses to be changed to another land use designation unless it is determined that adequate sites are available elsewhere to meet the City's office and business development objectives.
2-P-11	<u>2-P-12</u>	Limit Discourage the conversion of commercial-existing retail and service storefronts to religious-group assembly-type uses.
2-P-12	<u>2-P-13</u>	Ensure that buffers—including landscaping, berms, parking areas, and storage facilities—are used to separate potentially incompatible activities.
<i>Residential Development</i>		
2-P-13	<u>2-P-14</u>	Locate office and other support facilities along arterial roadways to screen heavy industrial and manufacturing activities.
2-P-14	<u>2-P-15</u>	Ensure minimum residential densities, in accordance with the ranges stipulated in this Plan.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
2-P-15	<u>2-P-16</u>	Develop criteria and standards for small-lot single-family residential development that: • Promotes design and development flexibility; • Includes design and bulk standards to ensure that development is appropriate and related to underlying lot size; and • Ensures that residential development promotes a neighborhood orientation, with limitation on frontage that can be occupied by garages.
2-P-16	<u>2-P-17</u>	Maintain regulations to permit second units (accessory dwellings) in single-family residential developments in accordance with State law.
	<u>2-P-18</u>	<u>Limit maximum site coverage to 40 percent during approval of new and remodeled single-family residential units.</u>
2-P-17	<u>2-P-19</u>	Limit all new multi-family rental housing to 30 units or more. Update the Zoning Ordinance to ensure that new multi-family projects are developed as large-scale, professionally maintained, high-density housing.
2-P-18	<u>2-P-20</u>	Revise the City's Subdivision Ordinance to include provisions for encourage solar access and other energy-saving devices. Revise the City's Zoning Ordinance to require undergrounding of utility service/transformer boxes in new residential subdivisions.
	<u>2-P-21</u>	<u>Revise the City's Zoning Ordinance to require undergrounding of utility service/transformer boxes, and any other type of utility boxes, in new residential subdivisions.</u>
Hillside Development		
2-P-19	<u>2-P-22</u>	Revise the City's Hillside Preservation Ordinance to reflect General Plan policy direction. Including <u>Revisions may include, but are not limited to:</u> • Designating protected ridgelines, creeks, and other significant resource areas, along with daylight plane or setback standards; • Defining protected viewsheds; and • Designating growth limits for location and density of low-density hillside residential development based on slope <u>stability and elevation</u> visual impact; • <u>Provision of well-designed hillside projects that provide larger, family-oriented lots; and</u> • <u>Protection of significant ridgelines and incorporation of hill forms into project design.</u>
2-P-20	<u>2-P-23</u>	Ensure that hillside regulations <u>all General Plan policies</u> apply to all hillside land <u>all hillside</u> irrespective of zoning – whether Planned Development or any other base district.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
2-P-21		Limit new hillside development to sites generally less than 15 percent in slope, with minimal development on sites with slopes between 15 and 30 percent. Development on slopes greater than 30 percent shall be avoided. Minimize cut-and-fill of natural hillsides.
	<u>2-P-24</u>	<u>Restrict development on minor and major ridgelines (as identified in Figure 4-2). Encourage residential construction on flatter natural slopes or non-sensitive graded areas that reduce environmental and visual impacts. Minimize cut-and-fill of natural hillsides.</u>
2-P-22	<u>2-P-25</u>	Prohibit new development on designated ridgelines. Ensure that residential developers cluster housing units to reduce both environmental and visual impact of hillside development.
2-P-23	<u>2-P-26</u>	As a condition of approval, ensure that residential developers incorporate natural creekways as open space amenities into the design of residential neighborhoods.
2-P-24	<u>2-P-27</u>	Ensure that new hillside development utilizes fire-resistant building materials, per the Uniform Building Code. Require that all residential units adjacent to open slopes maintain a 30-ft setback with fire-resistant landscaping.
2-P-25	<u>2-P-28</u>	Minimize single-access residential neighborhoods in the hills; maximize access for fire and emergency response personnel.
	<u>2-P-29</u>	<u>During development review, ensure that the design of new hillside neighborhoods minimizes potential land use incompatibilities with any grazing/agricultural activities in the southern hills.</u>
<i>Environmental Review</i>		
2-P-26	<u>2-P-30</u>	Ensure that all Environmental Impact Reports for development projects, where required and necessary, be prepared by City staff or staff-approved and -managed consultants. However, require project proponents to pay for all consultant services associated with environmental review.
2-P-28	<u>2-P-31</u>	Encourage private developers to continue conducting geo-technical and biological studies prior to filing project applications to ensure environmentally sensitive project layout and design.
<i>Policies: Downtown</i>		
2-P-29	<u>2-P-32</u>	Promote and enforce the policies outlined in the Downtown element (Chapter 5: Downtown) of this Plan.
2-P-30	<u>2-P-33</u>	Concentrate all Downtown Commercial activity—which includes specialty retail, professional offices, personal services, entertainment and other uses listed in Table 5-1—along the Railroad Avenue corridor. (Downtown: 5-P-2)

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
2-P-31	<u>2-P-34</u>	Limit commercial uses along the southern side of East Tenth Street to Service Commercial businesses — including repair and maintenance, retail sales, special trade contracting and other uses listed in Table 5-1. (Downtown: 5-P-6)
2-P-32	<u>2-P-35</u>	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine Commercial uses — such as specialty retail, services, restaurants, marine repair and docking facilities, hotels and other uses as listed in Table 5-1. (Downtown: 5-P-8)
2-P-33	<u>2-P-36</u>	Encourage public acquisition and/or private assembly of the neighborhood blocks surrounding West Tenth Street for redevelopment to higher density housing, including rebuilding of the existing affordable housing stock. (Downtown: 5-P-13)
2-P-34	<u>2-P-37</u>	Improve the pedestrian path along Marina Boulevard, connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting. (Downtown: 5-P-34)
<i>Policies: Northeast River</i>		
2-P-35	<u>2-P-38</u>	Ensure that development in Northeast River is limited to industrial activities and supporting business and service uses.
2-P-36	<u>2-P-39</u>	During project review, ensure that all industrial development along public streets and in areas adjacent to Downtown maintain at least a 25 foot wide landscaped buffer (using trees and shrubs for screening) along the street.
2-P-37	<u>2-P-40</u>	Encourage the development of “clean” industries along the New York Slough waterfront. Support the modernization of all industrial uses in the area to reduce both air and water pollutant levels.
2-P-38	<u>2-P-41</u>	Encourage the development of office and support uses along street frontages in the Northeast River subarea to buffer heavy industrial activities.
2-P-39	<u>2-P-42</u>	Support the reclamation and reuse of contaminated industrial sites within the Northeast River subarea.
2-P-40	<u>2-P-43</u>	Amend the City’s Zoning Ordinance to ensure that land uses progress from heavier industrial uses inland to lighter industrial uses directly facing the New York Slough waterfront, as feasible during redevelopment of industrial activities not dependent on docking access.
2-P-41	<u>2-P-44</u>	Ensure that all proposed projects in the Northeast River area complete an assessment of biological resources, including wetlands, before site layout and design is completed.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> / strikeout)
2-P-42	<u>2-P-45</u>	Ensure—through a combination of on- and off-site mitigation—that new development results in no net loss of wetlands.
2-P-43	<u>2-P-46</u>	Pursue opportunities for a multi-use trail along the waterfront as industrial properties are redeveloped and remediated.
2-P-44	<u>2-P-47</u>	Support the permanent preservation of the wetlands and salt marsh habitats along New York and Dowest Sloughs, including Browns Island Regional Shoreline.
<i>Policies: Loveridge</i>		
2-P-45	<u>2-P-48</u>	Encourage the development and expansion of regional commercial, auto dealerships, and professional office uses along State Route 4 at Century Boulevard.
2-P-46	<u>2-P-49</u>	Support the development of Business Commercial complexes adjacent to the State Route 4/Loveridge Road interchange, featuring professional offices, research and development, hi-tech manufacturing and production uses.
2-P-47	<u>2-P-50</u>	Ensure that as Loveridge builds out, adequate street connections are provided to efficiently move traffic through and beyond the area's regional and business centers (as designated by the City's traffic LOS standards, see Chapter 7: Transportation).
2-P-48	<u>2-P-51</u>	Work with Los Medanos Community College to provide pedestrian and bicycle access from the campus to commercial and employment centers within Loveridge.
<i>Policies: East Central</i>		
2-P-49	<u>2-P-52</u>	Explore the feasibility of direct pedestrian connections across the BNSF Railroad between Central Addition and Columbia Park Manor neighborhoods.
2-P-50	<u>2-P-53</u>	Ensure that Service Commercial development along Solari Street provides adequate buffers (such as landscaping and parking areas along street frontage) to reduce conflicts with adjacent residential units.
2-P-51	<u>2-P-54</u>	Ensure that a linear park is developed along the northern and eastern boundaries of the Columbia Manor neighborhood to buffer residents from adjacent heavy industrial uses.
<i>Policies: Railroad Avenue</i>		
2-P-52	<u>2-P-55</u>	Allow redevelopment and/or expansion of Community Commercial uses along Railroad Avenue.
2-P-53	<u>2-P-56</u>	Pursue the extension of the Railroad Avenue linear park along the north side of State Route 4, providing a pedestrian/bicycle connection from the City's major shopping corridor and to the Civic Center and City Park.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
2-P-54	<u>2-P-57</u>	Work with Bay Area Rapid Transit (BART) to develop a specific plan for the Railroad Avenue BART Station area, featuring mixed-use Business Commercial activities with extensive pedestrian amenities. Provide pedestrian linkages from this mixed-use village to the Civic Center, City Park, high school, and other institutional uses on the north side of State Route 4.
2-P-55	<u>2-P-58</u>	Allow development at an intensity of up to 2.0 FAR along Railroad Avenue from State Route 4 to East Leland Road.
2-P-56	<u>2-P-59</u>	Allow mixed-use development at an intensity of up to 1.0 FAR for non-residential uses, and additional residential development at a maximum density of 25 units per acre, on designated community commercial sites along Railroad Avenue, south of Bliss Avenue.
2-P-57	<u>2-P-60</u>	Extend Garcia Avenue to Railroad Avenue if suitable opportunity arises during redevelopment of adjacent sites, and explore the feasibility of other linkages to improve accessibility.
2-P-58	<u>2-P-61</u>	Ensure that the small business commercial center at the southern end of Railroad Avenue (at Buchanan Road) is compatible with the scale of surrounding uses.
<i>Policies: East Leland</i>		
2-P-59	<u>2-P-62</u>	Ensure that the small business commercial center at the southern end of Railroad Avenue (at Buchanan Road) is compatible with the scale of surrounding uses.
2-P-60	<u>2-P-63</u>	Ensure that new Business Commercial centers provide pedestrian, bicycle, and transit amenities (such as walking paths, benches, bus shelters, bicycle racks, and lockers) enabling convenient use of alternative transportation modes, including the proposed Railroad Avenue BART Station.
2-P-61	<u>2-P-64</u>	Participate in the development of a specific plan for the proposed Railroad Avenue BART Station. Ensure that all uses within ½ mile radius of the proposed Station feature mixed-use, pedestrian-oriented design. Pursue the development of a trail/path linking the Delta De Anza Trail to the proposed BART Station area.
2-P-62	<u>2-P-65</u>	Ensure that all new development along Kirker Creek be setback at least 100 feet from the top of the streambank, with continuous multi-use trail access along the creek for local residents.
2-P-63	<u>2-P-66</u>	Work with Los Medanos Community College to facilitate pedestrian and bicycle connections from the campus to nearby commercial and residential areas.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> / strikeout)
2-P-64	<u>2-P-67</u>	Work with Los Medanos College and the City of Antioch to undertake a study exploring the viability of a street connection between Leland and Buchanan Roads, along the eastern edge of the College at the border of the two cities.
2-P-65	<u>2-P-68</u>	Ensure that all new development—residential and non-residential—fronting the Delta De Anza trail provides pedestrian and bicycle access to the trail.
<i>Goals: Buchanan</i>		
2-G-25		<u>Encourage development as a means of funding the</u> Construction of Buchanan Bypass as an alternative route for regional through-traffic.
<i>Policies: Buchanan</i>		
2-P-66	<u>2-P-69</u>	Ensure that new residential development south of Buchanan provides both street and pedestrian connections to adjacent residential areas.
2-P-67	<u>2-P-70</u>	Encourage new residential development to contain varied architectural styles and smooth visual transitions to adjacent residential areas.
2-P-68	<u>2-P-71</u>	During development review, ensure that new development is oriented to preserve view corridors <u>maintains views</u> of the southern hills.
2-P-69	<u>2-P-72</u>	New residential development south of Buchanan Road must: • Ensure that adequate acreage is dedicated for an elementary school and community park directly adjacent to Buchanan Road; • Not result in any net increase of peak-hour stormwater flow; • Preserve and enhance existing north-south creeks; and • Respect natural topography in the design and construction of new units.
2-P-70	<u>2-P-73</u>	Pursue construction of the Buchanan Bypass, as designated in the General Plan Diagram, providing an alternative route for commuters traveling from Kirker Pass Road to destinations east of Pittsburg.
<i>Goals: Woodlands</i>		
2-G-26		Support new residential development in clustered locations that does <u>do not</u> significantly impact the natural setting.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> / strikeout)
Policies: Woodlands		
2-P-71	<u>2-P-74</u>	Allow Hillside Low Density Residential development in selected areas along Kirker Pass Road, and Nortonville Roads, and other valley floors as appropriate under the following criteria: • Natural topography be retained to the maximum extent feasible, and large-scale grading discouraged; • Development limited to sites generally less than 15 percent in slope, with minimal development on sites with slopes between 15 and 30 percent. Development on slopes greater than 30 percent shall be avoided; • <u>No development on minor and major ridgelines (as identified in Figure 4-2), with residential construction on flatter natural slopes encouraged;</u> • Development designed and clustered so as to be minimally visible from Kirker Pass Road; • All designated ridgelines and creekways <u>Creeks and adjacent riparian habitat protected;</u> and • An assessment of biological resources completed.
2-P-72	<u>2-P-75</u>	During review and approval of new residential uses, pursue development of a community park in proximity to the Kirker Pass Road/Nortonville Road intersection.
2-P-73	<u>2-P-76</u>	Cluster new residential development within the hills to maximize preservation of open space resources and viewsheds.
2-P-74	<u>2-P-77</u>	Ensure that new residential development along Kirker Creek preserves natural riparian habitat. New development shall be setback at least 50 feet from the top of the streambank, with continuous multi-use trail access along the west side of the creek.
Policies: West Central		
2-P-75	<u>2-P-78</u>	Allow and encourage the development of a Business Commercial complex between Willow Pass Road and the BNSF Railroad tracks, east of the PG&E transmission corridor. Encourage redevelopment and reuse of this site as an "economic opportunity area" (see Chapter 6: Economic Development).
2-P-76	<u>2-P-79</u>	Explore the feasibility of a pedestrian and bicycle bridge across State Route 4, near the Parkside and Los Medanos elementary schools.
Policies: West Leland		
2-P-77	<u>2-P-80</u>	Allow Low Density Residential uses on the designated school site along Range Road, if it is not needed for public school facilities.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> / strikeout)
2-P-78	<u>2-P-81</u>	During the development of a specific plan for the proposed Railroad Avenue BART Station area, ensure that pedestrian and transit amenities are provided to connect West Leland residents with the Station area.
2-P-79	<u>2-P-82</u>	Undertake a streetscape enhancement program for West Leland Road, focusing on improving the walkability and visual character of the corridor. Emphasize increased street trees and landscaping, medians, crosswalks, widened sidewalks, and benches.
2-P-80	<u>2-P-83</u>	Maintain permanent preservation of Stoneman Park for recreation and open space. Pursue accessibility to the Park, and expansion of the Park's bicycle and pedestrian trail network.
<i>Goals: Southwest Hills</i>		
2-G-31		Maintain the <u>general</u> character of the southern hills , including the natural topography of and <u>major ridgelines in the Southwest Hills</u> .
2-G-32		<u>Encourage</u> development of higher-end, low-density residential neighborhoods; <u>that are</u> well integrated with the natural setting.
<i>Policies: Southwest Hills</i>		
2-P-81	<u>2-P-84</u>	Explore the feasibility of provision of pedestrian and bicycle linkages from the Delta De Anza Trail to Stoneman Park.
2-P-82	<u>2-P-85</u>	Ensure extension of West Leland Road and San Marco Boulevard through the area, as shown on the General Plan Diagram, as a condition of any new approval in the area.
2-P-83	<u>2-P-86</u>	Work with project developers to ensure that new residential neighborhoods and business commercial complexes built along West Leland Road provide transit amenities (such as pedestrian paths, bus shelters, bicycle racks) and convenient access to the Pittsburgh/Bay Point BART Station.
2-P-84	<u>2-P-87</u>	Prior to project approval, e Ensure that all <u>proposed</u> residential development is set back at least 200 feet from the edge of the State Route 4 right-of-way <u>to mitigate visual and noise impacts</u> .

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
2-P-85	<u>2-P-88</u>	Allow development surrounding the West Leland Road/San Marco Boulevard intersection (San Marco project) in accordance with entitled approvals. If any aspect of the approval is sought to be changed: • Allow a maximum of 1,400 Hillside Low and Low Density units, and 1,500 Medium and High Density units, with additional <u>units-residential and commercial development</u> permitted in the mixed use San Marco Village; • Require a 10-acre mixed-use pedestrian-oriented core, extending along West Leland Road, with <u>Encourage site design that provides</u> buildings fronting along West Leland Road, and with parking tucked behind buildings; • Allow a maximum of 40 acres of Business Commercial and 10 acres of Community Commercial between West Leland Road and State Route 4; • Ensure grading is kept to a minimum, and all designated ridgelines and creeksides are protected, and impacts to creeks are mitigated; <u>and</u> • Require dedication of one school site, and neighborhood park in-lieu fees, for construction of needed parks and recreation facilities; <u>and</u> • Prohibit new development located within the Concord Naval Weapons Station (CNWS) Blast Easement, until CNWS is closed and a reuse plan has been developed.
2-P-86	<u>2-P-89</u>	Allow development on the site east of the proposed West Leland Road/San Marco Boulevard intersection (Alves Ranch) as follows: • A maximum of 560 Hillside Low and Low Density units, and 540 Medium and High Density residential units; • A maximum of 20 acres of Business Commercial between West Leland Road and State Route 4; • Grading to be kept to a minimum, and all designated ridgelines and creeksides protected, and impacts to creeks mitigated; <u>and</u> • <u>Dedication of</u> One neighborhood park site, and potentially one school site; <u>and</u> • No new development located within the Concord Naval Weapons Station (CNWS) Blast Easement, until CNWS is closed and a reuse plan has been developed.
2-P-87	<u>2-P-90</u>	Ensure that all new development in Southwest Hills provides trailheads and linkages into the multi-use trail system planned to extend from West Leland Road to Oak Hills Park.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
2-P-88	<u>2-P-91</u>	Consider the development of a specific plan for the High Density Residential, Business Commercial, and Community Commercial areas adjacent to State Route 4, West Leland Road and San Marco Boulevard. Integrate all uses in this area into a mixed-use, transit-oriented village, featuring executive offices, research and development, entertainment, and hotel uses.
2-P-89	<u>2-P-92</u>	Allow clustered Hillside Low Density residential development west of Bailey Road, as shown on the General Plan Diagram. Ensure that such development is minimally visible from Bailey Road, and is sensitive to the <u>mitigates any impacts to</u> creekways and wetlands in the area.
2-P-90	<u>2-P-93</u>	Pursue construction of a landscaped multi-use path along West Leland Road, from Pittsburg/Bay Point BART Station to the proposed San Marco Village. Ensure that design of the linear <u>parkway</u> accommodates bicyclists.
2-P-91	<u>2-P-94</u>	Do not permit any development in the Concord Naval Weapons Station Blast Restricted Federal Easement area, until such time that the facility is decommissioned and a reuse plan is prepared <u>Easement is abandoned</u> .
<i>Policies: Northwest River</i>		
2-P-92	<u>2-P-95</u>	Preserve the wetlands and salt marsh habitats along the Suisun Bay waterfront. Allow only the development of multi-use trails and recreation facilities.
2-P-93	<u>2-P-96</u>	Maintain the Southern Energy Mirant (formerly PG&E) power plant site in the Industrial designation. <u>Pursue annexation of the power plant and adjacent PG&E properties to ensure land use control of these areas.</u>
2-P-94	<u>2-P-97</u>	Work with adjacent jurisdictions and relevant agencies to determine appropriate future land uses for the portion of Concord Naval Weapons Station (CNWS) within the Pittsburg Sphere of Influence, if the Station <u>CNWS</u> were to be decommissioned.
2-P-95	<u>2-P-98</u>	Pursue opportunities for a linear park/trail along the waterfront, connecting to Downtown. Cooperate with San Francisco Bay Conservation and Development Commission (BCDC) to provide public access along Suisun Bay.
<i>Policies: Bay Point</i>		
2-P-96	<u>2-P-99</u>	Recognize the County's plans for Bay Point, as well as the unincorporated Riverview Planning Area, as the official planning guides.
2-P-97	<u>2-P-100</u>	Use the Bay Point/Pittsburg BART Area Specific Plan as the guide for development in the Specific Plan area.
2-P-98	<u>2-P-101</u>	Support efforts by Mount Diablo Unified School District to establish a public high school in Bay Point.
	<u>2-P-102</u>	<u>Consider seeking amendment to the City's SOI and annexation of vacant, undeveloped lands west of Bay Point.</u>

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
<i>Policies: South Hills</i>		
2-P-99	<u>2-P-103</u>	Preserve all designated hillsides as open space, according to the General Plan Land Use Diagram (Figure 2-2).
2-P-100	<u>2-P-104</u>	Work with Keller Canyon Landfill to ensure that landfill activities do not negatively impact nearby residential and open space areas.
<i>Policies: Black Diamond</i>		
2-P-101	<u>2-P-105</u>	Support permanent open space preservation of the Black Diamond Mines Regional Preserve. Retain remaining vacant acreage within the subarea as open space.
2-P-102	<u>2-P-106</u>	Work with the East Bay Regional Park District to provide linkages between the City's trail and linear park network, and the Black Diamond Mines multi-use trail system.
	<u>2-P-107</u>	<u>Ensure the rural character of the existing agricultural grazing lands are retained.</u>
3 Growth Management		
POLICIES: GROWTH AND EXPANSION		
3-P-1		Allow urban development only in areas where public facilities and infrastructure (police, fire, parks, water, sewer, storm drainage, schools, and community facilities) are available or can be provided.
POLICIES: TRAFFIC STANDARDS		
<i>Regional Transportation Planning</i>		
3-P-9		For any Basic Route signalized intersection unable to meet the LOS standards in Table 3-1, consider amendments to the General Plan, Zoning Ordinance, or Capital Improvement Program in order to meet adopted standards. Additionally, cooperate with CCTA to make Findings of Special Circumstances, including alternative standards and mitigation measures.
<i>Development Review</i>		
3-P-10	<u>3-P-9</u>	As part of development review, ensure that project proponents pay all fees associated with development of a City-lead traffic impact study for all development projects expected to generate more than 50 peak-hour vehicle trips.
3-P-11	<u>3-P-10</u>	Approve proposed development projects expected to generate over 100 peak-hour trips ONLY if Findings of Consistency with adopted traffic LOS standards are found.

Policy / Mitigation Correspondence Table

Draft GP Revised Policy Text
Policy # Policy # (revisions in underline/~~strikeout~~)

GOALS AND PERFORMANCE STANDARDS: PUBLIC FACILITIES*Performance Standards: Police*

3-S-2 Strive to maintain 1.8 sworn police officers per 1,000 residents.

Performance Standards: Fire

~~3-S-2~~ 3-S-3 Ensure that the Contra Costa Fire Protection District can maintain a five-minute response time for 90% of emergency calls.

~~3-S-3~~ 3-S-4 Ensure that the Contra Costa Fire Protection District can locate a fire station within 1.5 miles of all residential and non-residential development.

~~3-S-4~~ 3-S-5 Pursue appropriate sites as needed to construct fire stations for efficient emergency response to all City residents.

Performance Standards: Parks

~~3-S-5~~ 3-S-6 Provide a ratio of 5 acres of community and neighborhood parkland per 1,000 residents. Ensure that residential developers dedicate parkland in accordance with this standard.

~~3-S-6~~ 3-S-7 Pursue the development of park and recreation facilities within ½-mile reasonable walking distance of all residences.

~~3-S-7~~ 3-S-8 Ensure that all new park sites consist of level, usable recreational space by requiring a minimum of 80 percent of the park site to have slopes of less than 3 percent.

~~3-S-8~~ 3-S-9 Limit minimum park acreage dedications in new residential neighborhoods to generally no less than 2 acres.

Performance Standards: Water

~~3-S-9~~ 3-S-10 Ensure that adequate water supply, quality, and distribution infrastructure will be available to serve all proposed development projects.

~~3-S-10~~ 3-S-11 Provide an average of 180 gallons per capita per day (gpcd) of treated water per resident.

~~3-S-11~~ 3-S-12 For fire flow demands, maintain water pressure at 20 pounds per square inch (psi).

Performance Standards: Sewer

~~3-S-12~~ 3-S-13 Ensure that adequate sewage collection, transfer, and treatment facilities will be available to serve all proposed development projects.

~~3-S-13~~ 3-S-14 Design and construct sewer mains to act at 60% capacity, and trunklines at 100% capacity.

Policy / Mitigation Correspondence Table

Draft GP Policy # Revised Policy # Policy Text
(revisions in underline/~~strikeout~~)

Performance Standards: Storm Drainage

3-S-14	<u>3-S-15</u>	Ensure that new development provides adequate on-site storm drain facilities to accommodate 10- and 25-year flood flows, and that downstream City flood control facilities are not exceeded in 100-year flows.
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3-S-15	<u>3-S-16</u>	Construct all pad elevations for new habitable buildings at least one foot above the 100-year flood plain, as determined by the Federal Emergency Management Agency (FEMA).
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	<u>3-S-17</u>	<u>Ensure that storm drainage from new development, either surface or piped, shall not drain into Contra Costa Canal right-of-way.</u>
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Performance Standards: Schools

	<u>3-S-18</u>	Ensure that new development provides necessary funding <u>as required by State law</u> and/or capital facilities to ensure public schooling at or under capacity for all Pittsburg youth.
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POLICIES: PUBLIC FACILITIES

3-P-12	<u>3-P-11</u>	Review and update the City's development impact fee schedule to ensure that new development pays it's proportional share of the costs associated with the provision of facilities for police, fire, parks, water, sewer, storm drainage, and schools.
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3-P-13	<u>3-P-12</u>	Approve new development projects only if <u>at least one</u> of the following conditions is met: • Adopted performance standards will be maintained following project occupancy; • Project-specific mitigation measures are planned and implemented in order to ensure maintenance of adopted performance standards; or • Capital projects planned by the City or special districts will result in maintenance of adopted performance standards.
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4 Urban Design

GOALS: VIEWS, RIDGES, AND EDGES

4-G-2	Preserve minor ridgelines south of State Route 4 as open space to provide screening for hillside development. Avoid construction of roads and towers, as feasible.
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Policy / Mitigation Correspondence Table

Draft GP Policy # Revised Policy # Policy Text
(revisions in underline/strikeout)

POLICIES: VIEWS, RIDGES, AND EDGES

Views

- 4-P-1 Require ridge setbacks for all new hillside development, including:
- Building pads should be located at least ~~100~~150 feet away from the crest of a major ridgeline (measured horizontally from the centerline), as designated in Figure 4-3; and
 - ~~Structural elements of buildings, including rooflines and taller ancillary elements, located at least 100 ft below the crest of a major ridgeline, as designated in Figure 4-3.~~

Urban Edges

- 4-P-7 Ensure that design treatment of new development at the City's southern boundary retains a rural feel by:
- ~~Prohibiting~~ Discouraging the use of solid walls along these edges (fences must be visually permeable; however, discourage use of chain link in front and side yards);
 - Using materials and design to promote a rural feeling (for example, wooden or other rustic materials); and
 - Encouraging development at the outer edge of the City to face outwards toward the rural landscape (preventing a solid wall of residential backyard fences).

GOALS: HILLSIDE DEVELOPMENT

- 4-G-4 Encourage development that ~~P~~preserves unique natural features, such as topography, rock outcroppings, mature trees, creekways, and ridgelines, in the design of hillside neighborhoods.

POLICIES: HILLSIDE DEVELOPMENT

- 4-P-8 Update the Hillside Preservation- Planned Development District within the City's Zoning Ordinance to reflect the hillside development standards and policies set forth within this General Plan.

Preservation and Grading

- 4-P-9 ~~Ensure that~~ Encourage new hillside development preserves unique natural features by mapping all natural features as part of development applications, including landforms, mature tree stands, rock outcroppings, creekways, and ridgelines. During development and design review, ensure that site layout is sensitive to such mapped features.
- 4-P-11 ~~Avoid grading of slopes that are greater than 30 percent. During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.~~
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Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
	<u>4-P-11</u>	<u>Limit grading of hillside areas over 30 percent slope (on Figure 10-1) to elevations less than 800 feet, foothills, knolls, and ridges not classified as major or minor ridgelines (on Figure 4-2). During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.</u>
4-P-12		Encourage terracing in new hillside development to be designed in small incremental steps, avoiding large areas of flat pads. <u>Extensive flat pad areas should be limited.</u>
4-P-13		Preserve natural creekways and drainage courses as close as possible to their natural location and appearance.
<i>Lot Configuration</i>		
4-P-17		Encourage clustering of Hillside Low-Density units in the southern hills, with resulting pockets of open space adjacent to major ridgelines and hillside slopes. Allow density bonuses of 10 percent (maximum) for preservation of 40 <u>60</u> percent or more of a project's site area as open space.
4-P-19		Discourage construction of sound walls along transportation corridors within the southern hills, except adjacent to State Route 4. <u>Encourage lot configuration such that perimeter walls and fences along arterial corridors within the southern hills are not needed.</u>
	<u>4-P-20</u>	<u>Discourage lot orientation that fronts onto the cross-slope of street segments on steep grades.</u>
	<u>4-P-21</u>	<u>Encourage single-loaded streets parallel to steep slopes, with placement of lots on the uphill side of the street, such that homes front down-slope and allow open vistas from the public street.</u>
	<u>4-P-22</u>	<u>Discourage placement of lots that allow the rear of homes to be exposed to lower elevation views.</u>
<i>Building Character</i>		
4-P-20	<u>4-P-23</u>	As part of the City's Hillside Development Standards, encourage architectural design that reflects the undulating forms of the hillside setting, such as "breaking" buildings and rooflines into several smaller components (see Figure 4-6).
4-P-21	<u>4-P-24</u>	Building forms should be "stepped" to conform to site topography. Encourage use of rooftop terraces and decks atop lower stories.
4-P-22	<u>4-P-25</u>	During development review, ensure that <u>encourage</u> residential rooflines that are oriented in the same direction as the natural hillside slope and generally no more than 20 percent steeper than the natural slope contour.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> / strikeout)
4-P-23	<u>4-P-26</u>	Reflect the predominant colors and textures within the surrounding landscape in selection of building materials for hillside development. Roof colors should tend toward darker earth tones, so that they are less visible from adjacent or upslope properties.
4-P-24	<u>4-P-27</u>	Maximize water conservation, fire resistance, and erosion control in landscape design through use of sturdy, native species. Use irregular planting on graded slopes to achieve a natural appearance.
<i>Street Layout</i>		
4-P-25	<u>4-P-28</u>	Encourage developers to align and construct streets along natural grades. Minimize visibility of streets from other areas within the City (see Figure 4-7).
4-P-26	<u>4-P-29</u>	Encourage the construction of split roadways on steep hillsides, where appropriate.
4-P-27	<u>4-P-30</u>	Ensure that all residential developers provide multi-use trails or trailheads connecting to local schools and parks, commercial centers, and regional open spaces.
4-P-28	<u>4-P-31</u>	Provide on-street parking along hillside roads in parking bays where topography allows.
GOALS AND POLICIES: RAILROAD AVENUE		
<i>Policies: Railroad Avenue, BNSF Railroad Overpass to State Route 4</i>		
<i>Streetscape</i>		
4-P-29	<u>4-P-32</u>	Continue installation and maintenance of street trees, sidewalks, and historic streetlights along Railroad Avenue.
4-P-30	<u>4-P-33</u>	Pursue the extension of the Railroad Avenue linear park north along the west side of the arterial to City Park.
<i>Redevelopment Opportunities</i>		
4-P-31	<u>4-P-34</u>	Provide incentives (available through Enterprise Zone programs and local programs) for demolition and/or reuse of blighted commercial properties near the Civic Center.
<i>Policies: Railroad Avenue, State Route 4 to Buchanan Road</i>		
<i>Streetscape and Parking</i>		
4-P-32	<u>4-P-35</u>	Create a sense of identity along Railroad Avenue by installing street amenities fabricated from similar materials and styles as existing median trellises.
4-P-33	<u>4-P-36</u>	Ensure that new development and redevelopment projects along Railroad Avenue position new retail and office structures along the sidewalk, with parking tucked behind. Consider developing architectural guidelines for new development or redevelopment along Railroad Avenue.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
4-P-34	<u>4-P-37</u>	Ensure that developers plant and maintain a minimum of one tree per ten parking spaces within Community Commercial parking lots along Railroad Avenue.
3-P-35	<u>4-P-38</u>	Develop an entry feature at the intersection of Railroad Avenue/Kirker Pass Road and Nortonville Road to welcome residents and visitors to the City of Pittsburg.
<i>Redevelopment Opportunities</i>		
4-P-36	<u>4-P-39</u>	Encourage rehabilitation and façade improvement of existing commercial centers along Railroad Avenue to ensure commercial vitality and pedestrian-oriented design.
4-P-37	<u>4-P-40</u>	Continue participation with the Pittsburg Chamber of Commerce <u>community partners</u> in the Business Improvement District (BID) program to fund streetscape improvements, promotion programs, and special events.
4-P-38	<u>4-P-41</u>	Provide incentives to redevelop blighted commercial properties along Railroad Avenue. Encourage developers to provide pedestrian amenities and focus on connections between the street and surrounding properties.
4-P-39	<u>4-P-42</u>	Work with Contra Costa Water District to clean up Contra Costa Canal, including the removal of litter, planting of trees, and reduction and beautification of fencing.
4-P-40	<u>4-P-43</u>	Pursue private investment in the redevelopment of the Railroad Square shopping center. Consider development of a community or recreational facility on this property.
4-P-41	<u>4-P-44</u>	Work with BART to develop a pedestrian-oriented mixed-use district in the proposed Railroad Avenue BART Station Area.

GOALS AND POLICIES: WILLOW PASS ROAD*Policies: Willow Pass Road, Beacon Street to Range Road*

4-P-42	<u>4-P-45</u>	Narrow the section of Willow Pass between Beacon Street and Range Road to one travel lane in each direction, and construct a landscaped center median with left-turn pockets.
4-P-43	<u>4-P-46</u>	Designate a bicycle lane along Willow Pass Road.
4-P-44	<u>4-P-47</u>	Widen sidewalks along the eastern section of the Willow Pass Road corridor, for use by local residents moving between Downtown, adjacent neighborhoods, and industrial employers.
4-P-45	<u>4-P-48</u>	Maintain a rural feeling along Willow Pass Road west of the entrance to the Harbor Lights subdivision, with two travel lanes and no sidewalks.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
4-P-46	<u>4-P-49</u>	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.
4-P-47	<u>4-P-50</u>	Initiate a tree-planting program along Willow Pass Road. Use a variety of native and locally-recognized trees with low maintenance needs.
4-P-48	<u>4-P-51</u>	Encourage industrial uses along Willow Pass Road to plant landscaped screening for large facilities such as tanks or loading areas.
4-P-49	<u>4-P-52</u>	Actively pursue redevelopment of vacant and underutilized parcels along Willow Pass Road with business and service commercial uses.
<i>Policies: Willow Pass Road, Range Road to Bay Point</i>		
4-P-50	<u>4-P-53</u>	Rebuild the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.
4-P-51	<u>4-P-54</u>	Reconstruct the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks to improve accessibility, by installing City signage and safety features (for example, stop or yield signs).
4-P-52	<u>4-P-55</u>	Extend tree planting on Range Road to Willow Pass Road, west of the BNSF Railroad underpass.
GOALS AND POLICIES: LELAND ROAD		
<i>Policies: Leland Road, Century Boulevard to Railroad Avenue</i>		
4-P-53	<u>4-P-56</u>	Maintain existing landscaping along East Leland Road. Ensure that pedestrian and bicycle circulation are considered during improvements along this corridor.
<i>Policies: Leland Road, Railroad Avenue to Pittsburg/Bay Point BART Station</i>		
<i>Streetscape</i>		
4-P-54	<u>4-P-57</u>	Construct a center median along West Leland Road, with trees and landscaping, from Railroad Avenue to the Pittsburg/Bay Point BART Station Area, as street right-of-way allows. Provide left-turn pockets for access to residential neighborhoods.
4-P-55	<u>4-P-58</u>	Provide marked, on-street bike lanes along Leland Road, west of Stoneman Park.
4-P-56	<u>4-P-59</u>	For pedestrian safety and comfort, construct and maintain covered bus shelters at transit stops along Leland Road.

Policy / Mitigation Correspondence Table

Draft GP Policy # Revised Policy # Policy Text
(revisions in underline/~~strikeout~~)

Policies: Leland Road, Extension west of Pittsburg/Bay Point BART Station

4-P-57	<u>4-P-60</u>	Pursue the development of a linear park along West Leland Road, west of Bailey Road, linking the Pittsburg/Bay Point BART Station Area to new residential neighborhoods within the southern hills.
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4-P-58	<u>4-P-61</u>	Work with private developers in the San Marco project to create a pedestrian-oriented mixed-use village along West Leland Road at San Marco Boulevard. Ensure that buildings are designed and oriented toward public spaces.
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GOALS AND POLICIES: STATE ROUTE 4

Policies: State Route 4

Views

4-P-59	<u>4-P-62</u>	Retain views of the southern hills from the State Route 4 corridor, through implementation of ridgeline preservation policies (as described in Section 4.1).
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4-P-60	<u>4-P-63</u>	Support local utility providers—such as PG&E—in the undergrounding of utility wires.
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Streetscape

4-P-61	<u>4-P-64</u>	During development review, ensure that all development adjacent to State Route 4 provides landscaping along new sound walls. Encourage existing residential areas to improve landscaping along existing fenced areas.
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4-P-62	<u>4-P-65</u>	Work with Caltrans to implement a uniform landscape theme along the State Route 4 corridor throughout the Planning Area.
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4-P-63	<u>4-P-66</u>	Work with Caltrans to improve views and access to the Pittsburg Civic Center <u>and other destination points – such as the Suisun Bay waterfront –</u> from State Route 4, through improved landscaping and signage.
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<u>4-P-67</u>	Revise the City's sign regulations to allow larger freestanding signs along State Route 4 to identify regional commercial uses. Ensure that such signs are coordinated in design and limited in number.
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GOALS: MIXED-USE DISTRICTSAREAS

4-G-13	Encourage development of pedestrian-oriented mixed-use districts <u>areas</u> as focal points of new neighborhoods, and adjacent to key transportation centers.
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4-G-14	Provide permitting and incentives (such as density increases) to encourage private (re)development of viable mixed-use structures, as designated in figure 4-15.
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4-G-15	Ensure the provision of public transit and pedestrian amenities within the City's mixed-use districts <u>areas</u> .
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Policy / Mitigation Correspondence Table

Draft GP Policy # Revised Policy # Policy Text
(revisions in underline/strikeout)

POLICIES: MIXED-USE DISTRICTSAREAS

Pittsburg/Bay Point BART Station Area

4-P-64 4-P-68 Develop land uses in the BART Station Area according to the Pittsburg/Bay Point BART Station Area Specific Plan.

4-P-65 4-P-69 Pursue the development of a Transit Plaza, in cooperation with Contra Costa County, BART, Tri-Delta, and County Connection, adjacent to the BART Station. Such a Transit Plaza would link rapid transit, bus service, and park & ride lots within a walkable, mixed-use village.

4-P-66 4-P-70 Encourage all new development within the BART Station Area to focus building design, massing, and landscaping toward the pedestrian.

Railroad Avenue BART Station Area

4-P-67 4-P-71 Upon finalization of plans to extend BART to Railroad Avenue, develop a mixed-use, transit-oriented center surrounding the proposed station. Focus redevelopment on higher-end business/office uses, with support retail, restaurant, and residential activities.

4-P-68 4-P-72 Upon finalization of plans to extend BART to Railroad Avenue, work with BART to develop a Railroad Avenue BART Station Area Specific Plan that addresses:

- Mixed-use structures;
- Building design that focuses on street-orientation;
- Extensive landscaping and street trees;
- Pedestrian furniture (for example, benches and trash cans);
- Street lighting; and
- Signage.

4-P-69 4-P-73 Encourage reuse and redevelopment of the aging industrial/warehouse structures currently located within the proposed Railroad Avenue BART Station Area, between Garcia and State Route 4. Amend the City's Zoning Ordinance to allow commercial intensities of up to 2.5 FAR.

4-P-70 4-P-74 Ensure that all new business commercial employers provide safe and convenient pedestrian and bicycle connections to adjacent neighborhoods, the proposed BART Station, Delta De Anza Trail, Railroad Avenue Linear Park, and employment and activity centers.

San Marco Village

4-P-71 4-P-75 Develop a mixed-use village at the intersection of West Leland Road and the proposed San Marco Boulevard.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> / strikeout)
4-P-72	<u>4-P-76</u>	Ensure that <u>Encourage</u> West Leland Road is to be designed as a pedestrian-friendly street, with wide sidewalks, small plazas and benches, signaled crosswalks, pedestrian-scale building massing, and parking tucked behind the buildings.
4-P-73	<u>4-P-77</u>	Pursue the development of a linear parkway along West Leland Road, connecting the Pittsburg/Bay Point BART Station Area to San Marco Village.
4-P-74	<u>4-P-78</u>	Ensure that <u>Encourage</u> commercial and high-density residential developers work together to provide convenient pedestrian paths and access points between San Marco Village and the High-Density residential neighborhoods to the west.
4-P-75	<u>4-P-79</u>	Allow a mix of retail and service commercial uses in ground floor spaces, and high-density residential and office uses on upper floors.
4-P-76	<u>4-P-80</u>	Provide pedestrian and transit amenities, such as bike racks, benches, signalized crosswalks, and bus shelters, within the Village setting.

POLICIES: NEIGHBORHOOD DESIGN

4-P-77	<u>4-P-81</u>	Any subdivision involving more than four units, regardless of the number of parcels, is subject to design review. Prepare a design standards checklist and/or residential design guidelines for use during review of development projects.
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Housing Layout

4-P-78	<u>4-P-82</u>	Encourage neighborhood design—including components such as land use, development intensity, and street layout—to be responsive to natural and institutional elements, including: • Creeks. Ensure protection of riparian corridors through building setbacks. Ensure adequate pedestrian access to creekways, and provide connections from local trails and sidewalks. Integrate parks and open space areas with creekways. • Urban Edges. Ensure feathering from urban to rural intensities at City boundaries. • Adjacent Uses. Promote connections with surrounding land uses by integrating street networks and visual/architectural treatments.
4-P-79	<u>4-P-83</u>	Develop and implement development standards in the City's Zoning Ordinance and Subdivision Regulations that minimize the visual dominance of garages in residential units.

Street Design and Connectivity

4-P-80	<u>4-P-84</u>	Ensure that new developments provide an integrated pattern of streets and pedestrian paths that provide connections between neighborhoods. As part of the City's Subdivision Regulations, establish street connectivity requirements.
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Policy / Mitigation Correspondence Table

Draft GP Policy # Revised Policy # Policy Text
(revisions in underline/~~strikeout~~)

4-P-81	<u>4-P-85</u>	Use traffic calming measures to reduce speeds in residential areas, rather than limiting through-street connections.
4-P-82	<u>4-P-86</u>	Provide safe and comfortable pedestrian routes through local neighborhoods by requiring sidewalks on both sides of residential streets, except in hillside areas, planting street trees adjacent to the curb, and minimizing curb cuts.

5 Downtown

GOALS: DEVELOPMENT STRATEGY

5-G-4 Establish a Downtown population goal of *at least 8,000-7,000* to provide vitality and support a vibrant neighborhood commercial center.

POLICIES: DEVELOPMENT STRATEGY

Marine Commercial Center

5-P-16 Until change of ownership for ~~Encourage~~ redevelopment of the Johns Mansfieldville property (designated Marine Commercial), ~~a~~Allow existing Industrial uses to operate and expand as needed until redevelopment occurs (including rebuild, if damaged or destroyed).

West Tenth Street Neighborhoods

5-P-24 ~~Encourage large-scale redevelopment by requiring~~ Limit multi-family development in the West Tenth Street neighborhoods to sites less than two acres, or an entire City block. Require all new multi-family residential projects in the West Tenth Street Neighborhoods to have a minimum of 30 units.

5-P-25 Improve streetscaping along West Tenth Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.

GOALS: DESIGN AND DEVELOPMENT

5-G-5 *Improve streetscapes within the Downtown, including:*

- ~~Clearing public views of significant features~~ the waterfront and southern hills;
- Providing pedestrian amenities;
- Strengthening transitions between land uses; and
- Increasing landscaping and planting more street trees.

Policy / Mitigation Correspondence Table

Draft GP Policy # Revised Policy # Policy Text
(revisions in underline/strikeout)

POLICIES: DESIGN AND DEVELOPMENT

Streetscape and Architecture

5-P-25	<u>5-P-26</u>	Continue streetscape beautification efforts within the Downtown, focusing on improving the visual connection between the Commercial Core and the waterfront.
5-P-26	<u>5-P-27</u>	Encourage the repetition of key historical architectural features—such as windows and displays, cornice details, and roofline/pitch elements—in the redevelopment of commercial structures in Downtown.
5-P-27	<u>5-P-28</u>	Continue the preservation, rehabilitation, and reuse of historically significant structures within the Downtown (as designated in Figure 5-2).
5-P-28	<u>5-P-29</u>	Ensure that new construction and remodeling throughout Downtown (including the New York Landing Historical District) are reviewed for design compatibility by the Planning Commission and Historical Resources Commission.
5-P-29	<u>5-P-30</u>	Encourage property-owners of vacant Downtown structures to allow window box displays created by the Historical Society, rather than boarded-up glass storefronts.
5-P-30	<u>5-P-31</u>	Design and implement a gateway project at the Railroad Avenue overpass at California Avenue, providing an identifiable gateway into the Downtown.
5-P-31	<u>5-P-32</u>	Develop a “way-finding” system for Downtown Pittsburgh. Install uniform signage and banners informing visitors of major attractions, including directions to Downtown from the Highway and to the waterfront from Downtown.
5-P-32	<u>5-P-33</u>	Require transitional buffers along the edges of new and redevelopment projects adjacent to the industrial uses east of Downtown. Such buffers may include a combination of landscaped berms, parking areas, pedestrian walkways, and storage facilities.
5-P-33	<u>5-P-34</u>	During redevelopment of the West Tenth Street Neighborhoods, require that the grid street network and pedestrian connections are maintained.
<i>Railroad Avenue</i>		
5-P-34	<u>5-P-35</u>	During redevelopment of commercial properties along Railroad Avenue, pursue widening of sidewalks north of Eighth Street, as site configuration allows. Allow and encourage outdoor seating and services adjacent to restaurants and other food/beverage sales.
5-P-35	<u>5-P-36</u>	Retain existing pedestrian-scale lampposts and amenities along sidewalks within Downtown.

Policy / Mitigation Correspondence Table

<i>Draft GP Policy #</i>	<i>Revised Policy #</i>	<i>Policy Text (revisions in <u>underline</u>/strikeout)</i>
5-P-36	<u>5-P-37</u>	Plant and maintain a double row of trees on either side of Railroad Avenue, extending south to State Route 4.
5-P-37	<u>5-P-38</u>	Develop standards for placement of pedestrian amenities along sidewalks on Railroad Avenue.
5-P-38	<u>5-P-39</u>	Encourage developers to orient exterior design elements of Commercial Core structures toward pedestrians (for example: large display windows on street frontage; weather coverings over entryways), and extend the historical flavor of architectural features within the New York Landing Historical District to the intersection of Railroad Avenue and Tenth Street.
<i>Open Space and Waterfront Access</i>		
5-P-39	<u>5-P-40</u>	Pursue acquisition of the Railroad Avenue terminus by transferring existing private recreation facilities due west of the adjacent Medium Density Residential neighborhood. Redesign the public plaza to ensure that both visual and physical access from Downtown is achieved.
5-P-40	<u>5-P-41</u>	Encourage design of the Harbor Street terminus to provide an unobstructed view of New York Slough and a 30-ft wide promenade to the waterfront. This linear park/promenade should function as a public square, with buildings oriented toward it and pedestrian amenities leading from East Third Street to the shoreline.
5-P-41	<u>5-P-42</u>	Improve the pedestrian path along Marina Boulevard, connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.
POLICIES: ACCESS AND PARKING		
<i>Street Network and Parking</i>		
5-P-42	<u>5-P-43</u>	Ensure that new Downtown residential projects preserve and continue the traditional grid street network. Require extension of the grid street network east of Downtown as existing industrial uses are redeveloped.
5-P-43	<u>5-P-44</u>	Provide public parking lots within Downtown, and limit private, single-user parking areas. However, ensure the provision of off-street parking facilities in periphery Downtown areas, in accordance with Table 5-4, to encourage pedestrian movement.
5-P-44	<u>5-P-45</u>	Reduce off-street parking requirements within High Density Residential neighborhoods of the Downtown to one space per housing unit. Allow further reductions in parking requirements for new residential projects that provide transit-friendly design features.
5-P-45	<u>5-P-46</u>	Consider making all one-way streets two-way by eliminating on-street parking, if necessary.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
	<u>5-P-47</u>	<u>Investigate use of diagonal on-street parking spaces on Downtown commercial streets.</u>
<i>Bicycle and Pedestrian Circulation</i>		
5-P-46	<u>5-P-48</u>	Continue to install and maintain crosswalks and landscaped curb extensions at heavily-used intersections within the Downtown.
5-P-47	<u>5-P-49</u>	Design sidewalks in the Downtown Commercial Core that allow for the free flow of pedestrians, and include conveniently located rest areas with shade and seating.
	<u>5-P-50</u>	<u>Develop a bikeway along the Downtown waterfront from Central Harbor Park to the proposed Marine Commercial Center, adjacent to the proposed Marina Boulevard pedestrian path.</u>
5-P-49	<u>5-P-51</u>	Develop a bikeway connecting the Downtown and waterfront areas to the Civic Center area along Railroad Avenue.
5-P-50	<u>5-P-52</u>	Create pedestrian and bike path linkages between existing Downtown parks.

6 Economic Development

POLICIES: ECONOMIC DEVELOPMENT STRATEGY

Land Use and Implementation

6-P-1	Monitor land use and development trends in the City, specifically in the Economic Opportunity Areas established in Policy 6-P-86-P-9, to ensure a sufficient supply of land that offers appropriate use designations and development intensities.
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7 Transportation

GOALS: STREET SYSTEM & TRAFFIC STANDARDS

7-G-1	Adopt local intersection<u>Achieve</u> service level standards for <u>Basic Route intersection</u> that conform to CCTA's Growth Management requirements for Routes of Regional Significance at signalized intersections. Define intersections within Pittsburgh city limits as being located in rural, semi-rural, suburban, urban, or Downtown areas, as designated in Figure 7-2. • Rural - LOS low C (volume to capacity ratio 0.70 to 0.74) • Semi-Rural - LOS high C (volume to capacity ratio 0.75 to 0.79) • Suburban - LOS low D (volume to capacity ratio 0.80 to 0.84) • Urban - LOS high D (volume to capacity ratio 0.85 to 0.89) • Downtown (CBD) - LOS high D (volume to capacity ratio 0.85 to 0.89)
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Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
7-G-7		Through the Traffic Impact Mitigation Fee program and with developer agreements, establish a funding system that will enable completion of arterial roadway capacity improvements before the projects that require them are fully occupied.
	<u>7-G-7</u>	<u>Complete arterial roadway improvements required to mitigate traffic impacts of an approved project before the project is fully occupied. Arterial improvements should be completed by creating funding sources, which include but are not limited to Traffic Mitigation Fees, Development Agreements, and Assessment Districts.</u>
POLICIES: STREET SYSTEM AND TRAFFIC STANDARDS		
7-P-1		Require mitigation for development proposals <u>that are not part of the Traffic Mitigation Fee program which contribute more than one percent of the future volume to an existing roadway or freeway intersections with inadequate capacity to meet future cumulative demand.</u>
<i>Level of Service (LOS) Standards</i>		
7-P-6		Design roadway improvements and evaluate development proposals based on LOS standards <u>prescribed set forth</u> in Policy 7-G-1.
7-P-7		<u>Endeavor to implement Transportation Element improvements prior to deterioration in levels of service below those prescribed set forth</u> in Policy 7-G-1.
<i>Highways and Arterial Streets</i>		
7-P-12		Continue to collect fees, plan and design for the future construction of Buchanan Bypass. <u>Ensure preparation of following a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses.</u>
7-P-16		Continue to collect fees for the extension of West Leland Road to Willow Pass Road, <u>subject to the Traffic Mitigation Fee program. As established by nexus, Require new development adjacent to the extension to dedicate right-of-way and construct or fund new intersections and frontage improvements.</u>
7-P-18		Approve construction of the proposed San Marco loop road <u>Boulevard (Bailey Bypass). Ensure preparation of following a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses. Consider topographic and geologic constraints, and projected traffic generation rates.</u>
	<u>7-P-20</u>	<u>Encourage motorists to use State Route 4 for the peak-hour commute, rather than using arterial streets in Concord and other East County cities.</u>

Policy / Mitigation Correspondence Table

Draft GP Revised Policy Text
Policy # Policy # (revisions in underline/~~strikeout~~)

Collectors and Local Streets

7-P-20	<u>7-P-21</u>	Design local residential streets and implement traffic-control measures to keep traffic below <u>5005,000</u> vehicles per day, where possible.
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7-P-21		Design collector roadways and implement traffic-control measures to keep traffic at 3,000 vehicles per day less, where possible.
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POLICIES: TRANSIT AND PUBLIC TRANSPORTATION

<u>7-P-32</u>	Support efforts by public agencies and/or private interests to promote <u>regional heavy and light passenger rail transit as an alternative or adjunct to BART, with connections to BART and other multi-modal transit.</u>
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GOALS: BIKEWAYS AND PEDESTRIAN MOVEMENT

7-G-10	Establish <u>Study the feasibility of a</u> comprehensive network of on- and off-road bike routes to encourage the use of bikes for commute, recreational and other trips.
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7-G-16	Ensure that current bicycle-friendly roadways, featuring wide shoulders or marked bicycle lanes, are not redesigned to improve traffic LOS with <u>additional, narrower moving lanes that endanger bicyclists, unless all other alternative roadways possible to alleviate congestion are exhausted.</u>
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POLICIES: BIKEWAYS AND PEDESTRIAN MOVEMENT

Bicycle and Pedestrian Access

7-P-32	<u>7-P-33</u>	Require mitigation for development proposals which result in potential conflicts, or fail to provide adequate access, for pedestrians and bicycles.
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7-P-33	<u>7-P-34</u>	As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects.
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7-P-34	<u>7-P-35</u>	Work with school districts, school administrators and parents of elementary school students to develop a "suggested routes to school" program for students who bicycle and walk.
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7-P-35	<u>7-P-36</u>	Ensure continued compliance with Title 24 of the Uniform Building Code, requiring removal of all barriers to disabled persons on arterial and collector streets.
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7-P-36	<u>7-P-37</u>	Designate a Bicycle and Pedestrian Program Manager Coordinator for the City of Pittsburgh.
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Pedestrian Facilities

7-P-37	<u>7-P-38</u>	Develop a series of continuous pedestrian systems within Downtown and residential neighborhoods, connecting major activity centers and trails with City and County open space areas.
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Policy / Mitigation Correspondence Table

<i>Draft GP Policy #</i>	<i>Revised Policy #</i>	<i>Policy Text (revisions in <u>underline</u>/strikeout)</i>
7-P-38	<u>7-P-39</u>	Ensure that residential and commercial developments provide pedestrian pathways between lots for direct routes to commercial centers, schools, and transit facilities.
7-P-39	<u>7-P-40</u>	Ensure provision of sufficiently wide sidewalks and pedestrian paths in all new residential development. Ensure the provision of multi-use trails or trailheads within new hillside developments, preferably connecting to the regional trail network.
7-P-40	<u>7-P-41</u>	Improve pedestrian crossing safety at heavily used intersections by installing crossing controls that provide adequate time for pedestrians to cross the street.
7-P-41	<u>7-P-42</u>	Modify the City's Engineering Design Standards to require installation of median refuges at heavily used pedestrian crossings (minimum six feet wide) on arterial streets with four or more travel lanes, where roadway width allows.
<i>Bicycle Lanes, Paths and Facilities</i>		
7-P-42	<u>7-P-43</u>	Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.
7-P-43	<u>7-P-44</u>	Coordinate with Contra Costa County to develop a city-wide Bicycle Master Plan by year 2005. Cooperate with the Contra Costa County RTPC in implementing construction of bicycle facilities within the Bicycle Action Plan.
7-P-44	<u>7-P-45</u>	During review of development projects, encourage bike storage <u>secure bicycle facilities</u> and other alternative transportation facilities at employment sites, public facilities, and multi-family residential complexes.
7-P-45	<u>7-P-46</u>	Construction or expansion of roadways and intersections within the City shall not result in the severance of an existing bicycle route, unless an alternative exists or is provided.
7-P-46	<u>7-P-47</u>	Develop a multi-use bicycle path (approx. 2.5 miles) along the abandoned railroad tracks north of Willow Pass Road, providing linkage between Downtown and the Stake Point/Marina area.
7-P-47	<u>7-P-48</u>	Ensure that construction of bulb-outs and curb extensions at intersections for pedestrian safety does not endanger bicyclists by forcing them into traffic lanes.
7-P-48	<u>7-P-49</u>	Pursue construction of a bicycle path connecting Railroad Avenue to North Parkside Drive through City Park. Include appropriate signage and storage facilities.
7-P-49	<u>7-P-50</u>	Improve signage, notifying vehicles of bicyclists at dangerous intersections and underpasses, such as the Railroad Avenue/Highway 4 interchange and the Willow Pass Road/Range Road/North Parkside Drive interchange.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
7-P-50	<u>7-P-51</u>	Consider redesigning the Railroad Avenue linear park to accommodate bicycles. Ensure that future greenways throughout the City— such as the proposed West Leland Road linear park —contain multi-use paths.
POLICIES: TRANSPORTATION DEMAND MANAGEMENT		
7-P-51	<u>7-P-52</u>	Encourage major employers (for example: USS-POSCO, DOW Chemical, City of Pittsburgh) to adopt TDM programs that would reduce peak-period trip generation by 15 percent or more.
7-P-52	<u>7-P-53</u>	Favor TDM programs that limit vehicle use over those that extend the commute hour.
7-P-53	<u>7-P-54</u>	During review of development plans, encourage major employers to establish designated carpool parking areas <u>and secure bike facilities</u> in preferable on-site locations (for example, under parking shelters or closest to main entryways).
7-P-55	<u>7-P-55</u>	Allow the reduction of transportation impact fees on new non-residential development commensurate with provision of TDM measures.
8 Open Space, Youth and Recreation		
POLICIES: PARKS		
<i>Standards and Accessibility</i>		
8-P-2		Pursue the development of park and recreation facilities within <u>one-half mile reasonable walking distance</u> of all homes.
8-P-6		Revise the City's Park Dedication Ordinance to define useable area for parkland dedication requirements. Proposed park sites should be: • Designed such that 80 percent of the site has slopes of less than 3 percent that are suitable for active recreational play; • Sized according to the City's park standard of 5 acres per 1,000 residents (for example, a 200-unit subdivision would yield about 600 residents, and a dedication requirement of 3 acres); and • <u>Available for year-round use, so that detention basins are not designated as parkland or shared park facilities; and</u> • A minimum of 2 contiguous acres in new residential neighborhoods.
	<u>8-P-7</u>	<u>Encourage the development or provision of facilities that cater to diverse recreational interests.</u>
<i>Design and Natural Resources</i>		
8-P-7	<u>8-P-8</u>	Preserve areas of riparian and other wildlife habitat, oak woodland, and other significant biotic resources within parks. Design park improvements to be compatible with the preservation of such resource areas.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
8-P-8	<u>8-P-9</u>	Design the layout of new park facilities in accordance with the natural features of the land. Where possible, preserve such natural features as creeks and drainage ponds, rock outcroppings, and significant topographic features.
8-P-9	<u>8-P-10</u>	Comprehensively update the City's Parks Recreation and Open Space Master Plan to implement General Plan policies and facilitate detailed planning for parks, trail systems and special recreational facilities. Ensure that this update includes planning for the development of active recreational uses at Stoneman Park.
<i>Dedications and Maintenance</i>		
8-P-10	<u>8-P-11</u>	Encourage dedication of fully developed parks rather than in-lieu fees. When in-lieu fees are collected, ensure that they are spent acquiring and developing new park sites within a reasonable amount of time.
8-P-11	<u>8-P-12</u>	Ensure that all parks acquired through dedication are at least 2 acres in size within new residential developments (target 5 acres). Accept smaller visual open space areas in new commercial and industrial development for parkland dedications.
8-P-12	<u>8-P-13</u>	Limit parkland dedications to flat, usable parcels within new residential neighborhoods (see Policy 8-P-6 above). Ensure that such park sites provide open, grassy areas for informal recreational play (such as football or soccer).
8-P-13	<u>8-P-14</u>	Develop a maintenance-funding plan for all City parks. Consider participation in parkland maintenance districts as a condition of development approval for new residential subdivisions.
	<u>8-P-15</u>	<u>Work with PG&E to obtain ownership of lands within the transmission corridor, south of State Route 4 (as designated on Figure 2-2), for development of a community park.</u>
POLICIES: TRAILS AND OPEN SPACE		
8-P-14	<u>8-P-16</u>	Work with East Bay Regional Parks District (EBRPD) to explore the possibility of developing passive recreation uses and educational programs on Browns Island, such as boating excursions to view waterfowl nesting areas.
8-P-15	<u>8-P-17</u>	Cooperate with regional agencies to develop a "Bay to Black Diamond" trail through the City, providing a diversity of passive recreational opportunities and unique vistas.
8-P-16	<u>8-P-18</u>	Cooperate with East Bay Municipal Utility District (EBMUD) to ensure continued public access to the Delta De Anza Trail, along the Mokelumne Aqueduct right-of-way.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
8-P-17	<u>8-P-19</u>	Pursue the development and extension of local and regional trails throughout the Planning Area by utilizing available public utility-rights-of-ways including: • Kirker Creek. The Kirker Creek easement could be developed as a creekside trail, connecting other trails and open spaces throughout the City with the hiking trails in the Black Diamond Mines Regional Preserve. • Contra Costa Canal. The Contra Costa Canal provides a meandering right-of-way throughout the southern portion of Pittsburg. A trail along this right-of-way could link several neighborhoods with the Railroad Avenue commercial corridor. • PG&E Utility ROW. PG&E holds a right-of-way for the power/utility lines that run north-south from the southern hills to the power plant on the waterfront, an ideal corridor for public access.
8-P-18	<u>8-P-20</u>	Encourage new residential development in hillside areas to develop public trails and/or trailheads providing connections to other regional and local open spaces.
8-P-19	<u>8-P-21</u>	Preserve land under Williamson Act contract in agriculture, consistent with State law, until urban services are available and expansion of development would occur in an orderly and contiguous fashion.
POLICIES: WATERFRONT ACCESS		
8-P-20	<u>8-P-22</u>	Develop standards for all new waterfront development that ensure adequate setbacks from the mean high tide line. Encourage, where possible, provision of public access to the shoreline.
8-P-21	<u>8-P-23</u>	During review of development plans, pursue preservation of lands where streets terminate at the waterfront. Such lands should be improved as public open space, ensuring that undisturbed views of Suisun Bay and New York Slough are preserved.
8-P-22	<u>8-P-24</u>	Emphasize the importance of public views of the shoreline (from public spaces and rights-of-way) when reviewing new development projects along the water.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> / strikeout)
8-P-23	<u>8-P-25</u>	Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including: • Waterfront Parks. Pursue and develop small pockets of open space which provide physical and visual access to the waterfront. • Waterfront Trail/Bikeway. A linear park along the shoreline, featuring a path for both walking and biking, would encourage more vibrant activity along the waterfront. • Landscaping. Plant low-growing and flowering greenery near waterfront access points to extend streetscaping to the shoreline. • Linear Trail Connections. The City's current linear trail network within Downtown and adjacent residential neighborhoods could be extended to provide convenient access to waterfront parks and activities.
GOALS: RECREATIONAL AND CULTURAL PROGRAMS		
	<u>8-G-9</u>	<u>Promote the arts as an integral component of Pittsburgh's quality of life, economic vitality, and efforts to build a safe and healthy community.</u>
POLICIES: RECREATIONAL AND CULTURAL PROGRAMS		
8-P-24	<u>8-P-26</u>	Locate community facilities in and adjacent to public parks, where possible. Encourage community organizations to utilize these and other park facilities for recreational and cultural activities.
8-P-25	<u>8-P-27</u>	Pursue the development of recreational facilities and programs specifically geared toward youth and teens, including: • Teen Center. A teen center would provide a safe environment for local youth to meet and interact, or to participate in after-school, athletic, or cultural activities. • Gymnasium. A large gymnasium would provide the City with more opportunity to get youth involved in local sports leagues and after-school drop-in games, such as basketball. • Skateboard Park. Construction of a skateboard park would provide challenging topography in a controlled environment for local skateboarders. The City is currently working on the development of such a facility.
8-P-26	<u>8-P-28</u>	Enable private and non-profit programs to use City recreational facilities, as needed.
8-P-27	<u>8-P-29</u>	Pursue the development of a Senior Center, featuring cultural and recreational programs, classes and special events geared toward the community's seniors.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
8-P-28	<u>8-P-30</u>	Improve public cultural facilities, including community centers, theatres, and libraries. Cooperate with Los Medanos Community College to provide City residents with access to local cultural facilities.
	<u>8-P-31</u>	Participate in partnership and collaborative efforts with local art groups and service organizations to strengthen local, regional, and State art advocacy efforts.
	<u>8-P-32</u>	Provide incentives to encourage investments in public art on historic properties.
	<u>8-P-33</u>	Explore and develop new funding options maintenance of public art, in partnership with private developers.
	<u>8-P-34</u>	Encourage collaboration among artists, art organizations, and other community partners, including businesses, educational institutions, and individuals, for acquisition and maintenance of public art.
	<u>8-P-35</u>	Utilize art and cultural programs as a revitalizing force for renewal of the Downtown.
	<u>8-P-36</u>	Work in partnership with artists, art organizations, and educational institutions to educate youth in the arts.
	<u>8-P-37</u>	Support the preservation, maintenance, and development of community cultural facilities that provide gathering places for cultural exploration, expression, and inspiration.

GOALS: EDUCATIONAL FACILITIES

8-G-9	<u>8-G-10</u>	Ensure that school facilities maintain adequate capacity to provide for current and projected enrollment
8-G-10	<u>8-G-11</u>	Develop land uses, activities and connections surrounding Los Medanos Community College to foster linkages between the campus and the community.

POLICIES: EDUCATIONAL FACILITIES

8-P-29	<u>8-P-38</u>	Work with Mount Diablo Unified School District to ensure that the timing of school construction and/or expansion is coordinated with phasing of new residential development.
8-P-30	<u>8-P-39</u>	Designate adequate land area within Cooperate with MDUSD to identify a possible site boundaries for the construction of a new high school facility.
8-P-31	<u>8-P-40</u>	As part of development review for large residential subdivisions (greater than 100 units), evaluate the need for new school sites. If needed, encourage subdivision design to accommodate school facilities and cooperate with the school districts in acquisition of those sites.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
8-P-32	<u>8-P-41</u>	Cooperate with local school districts to develop joint school/park facilities, which provide an increased variety of recreational opportunities close to many residential areas. Additionally, work with school districts to develop public parks adjacent to school facilities.
8-P-33	<u>8-P-42</u>	Emphasize the integration of land uses and activities surrounding Los Medanos Community College. Encourage physical connections between the College and surrounding neighborhoods, commercial areas, and open space resources.
8-P-34	<u>8-P-43</u>	Pursue joint-planning of recreational and cultural facilities on Los Medanos Community College campus. Work with the community college Board to allow public access to recreational facilities and programs.
8-P-35	<u>8-P-44</u>	Promote use of the educational and cultural resources available at the Pittsburg Library.

9 Resource Conservation

POLICIES: BIOLOGICAL RESOURCES AND HABITAT

9-P-1	Cooperate with State and federal agencies to e Ensure that development does not substantially affect special status species, as <u>required by State and federal agencies and listed in Table 9-1</u> . Conduct assessments of biological resources <u>as rerequired by CEQA</u> prior to approval of development within 300 feet of creekways, wetlands, or habitat areas of identified special status species, as depicted in Figure 9-1.
9-P-3	Participate in the development of a regional Habitat Conservation Plan (HCP) <u>and consider its adoption</u> for preservation of native species throughout <u>eastern</u> Contra Costa County.
<i>Hillside Protection</i>	
9-P-4	Revise and readopt the City's Hillside Protection-Planned Development District to regulate urban growth in the southern hills. Include development standards as part of the zoning district, and refer to it during project review.
9-P-6	In order to preserve viewsheds of the southern hills, preserve major ridgelines (shown in Figure 9-1) throughout the Planning Area. Revise the Municipal Code per Policy 4-P-1: building pads and structural elements shall be located at least 100 <u>150</u> feet away from (horizontally) and below (vertically) the crest of a major ridgeline.

Policy / Mitigation Correspondence Table

Draft GP Policy # Revised Policy # Policy Text
(revisions in underline/strikeout)

Creekways and Wetlands

9-P-9		Establish creek protection areas along riparian corridors, extending a minimum of <u>50 to 150</u> feet laterally from the tops of streambanks on each side of the creekbed. Setback buffers for habitat areas of identified special status species and wetlands may be expanded to 150 feet , as needed to preserve ecological resources. No development should occur within these buffer areas, except as part of greenway enhancement (for example, trails and bikeways).
	<u>9-P-10</u>	No development should occur within creek setback areas, except as part of greenway enhancement (for example, trails and bikeways). Encourage developers to reserve space outside of the creek setbacks where endangered species habitat makes trail development inappropriate.
	<u>9-P-11</u>	Ensure that riparian corridor characteristics are retained. Encourage the retention and/or reestablishment of creeks in the design of new development.
9-P-10	<u>9-P-12</u>	Protect and restore threatened natural resources, such as estuaries, tidal zones, marine life, wetlands, and waterfowl habitat.
9-P-11	<u>9-P-13</u>	Ensure that special-status species and sensitive habitat areas are preserved, as required by State and federal agencies, during redevelopment and intensification of industrial properties along the Suisun Bay waterfront. Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Island Preserve.
9-P-12	<u>9-P-14</u>	Work with industrial property-owners along the waterfront to improve urban runoff and water quality levels within Suisun Bay wetlands.

GOALS: DRAINAGE AND EROSION

9-G-1	<u>9-G-4</u>	Minimize the runoff and erosion caused by earth movement by requiring development to use best construction management practices (BMPs).
	<u>9-G-6</u>	Preserve and protect the <u>Contra Costa Canal</u> from storm drainage and runoff contaminating the City's municipal water supply.

POLICIES: DRAINAGE AND EROSION

9-P-13	<u>9-P-15</u>	As part of development plans, require evaluation and implementation of appropriate measures for creek bank stabilization, as well as necessary Best Management Practices (BMPs) to reduce erosion and sedimentation. However, preserve <u>Encourage preservation of natural creeks channels and</u> riparian habitat as best possible.
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Policy / Mitigation Correspondence Table

Draft GP Policy # Revised Policy # Policy Text
(revisions in underline/strikeout)

9-P-14	<u>9-P-16</u>	Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include: • Requirements that low berms or other temporary structures such as protection fences be built between a construction site and riparian corridor to preclude sheet-flooding stormwater from entering the corridors during the construction period. • Requirements for installation of storm sewers before construction occurs to collect stormwater runoff during construction.
9-P-15	<u>9-P-17</u>	To prevent additional flood hazards in the Kirker Creek watershed, ensure that new development minimizes paved areas, retaining large blocks of undisturbed, naturally vegetated habitat to allow for water infiltration.
	<u>9-P-18</u>	Require <u>an encroachment permit from Contra Costa Water District (CCWD) for any storm drain facility crossing or encroaching onto Contra Costa Canal rights-of-way. Require all crossings to be constructed in accordance with CCWD standards and requirements.</u>
9-P-16	<u>9-P-19</u>	As part of the City's Zoning Ordinance, establish regulations for the preservation of mature trees. Include measures for the replacement of all mature trees removed.
9-P-17	<u>9-P-20</u>	As part of project review and approval, establish maintenance districts to ensure uniform maintenance for selected channels and creeks.
	<u>9-P-21</u>	<u>As part of project review and CEQA documentation, require an assessment of downstream drainage (creeks and channels) and City storm-water facilities impacted by potential project runoff.</u>

GOALS: WATER QUALITY

9-G-1	<u>9-G-7</u>	Comply with Regional Water Quality Control Board (RWQCB) regulations and standards to maintain and improve the quality of both surface water and groundwater resources.
9-G-7	<u>9-G-8</u>	Ensure that soil and groundwater pollution is addressed during redevelopment and reuse projects.

POLICIES: WATER QUALITY

9-P-18	<u>9-P-22</u>	Continue working with the Regional Water Quality Control Board in the implementation of the National Pollutant Discharge Elimination System (NPDES), with specific requirements established in each NPDES permit.
9-P-19	<u>9-P-23</u>	Require new urban development to use Best Management Practices (BMPs) to minimize creek bank instability, runoff of construction sediment, and flooding.
9-P-20	<u>9-P-24</u>	Reduce sedimentation and erosion of waterways by minimizing site disturbance and vegetation removal along creek corridors.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> / strikeout)
9-P-21	9-P-25	Encourage rehabilitation and revegetation of riparian corridors and wetlands throughout the City to contribute to bioremediation and improved water quality.
9-P-22	9-P-26	Monitor water quality in the local creek and reservoir system to ensure clean supplies for human consumption and ecosystem health.
9-P-23	9-P-27	Protect water quality by reducing non-point sources of pollution and the dumping of debris in and near <u>waterways and creeks, storm drains, and Contra County Canal</u> . Continue use and implementation of the City's storm drain marking program in newly developed or redeveloped areas.
9-P-24	9-P-28	Prepare and disseminate information about the harmful effects of toxic chemical substances and safe alternative measures.
GOALS: AIR QUALITY		
9-4-1	9-G-9	Work toward improving air quality and meeting all Federal and State ambient air quality standards by reducing the generation of air pollutants from stationary and mobile sources.
9-4-2	9-G-10	Reduce the potential for human discomfort or illness due to local concentrations of toxic contaminants, odors and dust.
9-G-10	9-G-11	Reduce the number of motor vehicle trips and emissions accounted to Pittsburgh residents and encourage land use and transportation strategies that promote use of alternatives to the automobile for transportation, including bicycling, bus transit, and carpooling.
POLICIES: AIR QUALITY		
9-P-25	9-P-29	Cooperate with the BAAQMD to achieve emissions reductions for ozone and it's precursor, PM-10, by implementation of air pollution control measures as required by State and Federal statutes.
9-P-26		Establish review thresholds for sensitive receptors within one-half mile of potential polluters (including odor sources), as part of the City's Zoning Ordinance. Ensure the disclosure of potential odor sources during environmental review.
9-P-27	9-P-30	Adopt the standard construction <u>Cooperate with BAAQMD to ensure compliance with dust abatement measures drafted by BAAQMD during construction.</u>
9-P-28	9-P-31	Encourage preparation of Transportation Demand Management plans for major employers in the City.
9-P-29	9-P-32	Minimize emissions and air pollution from City operations by using alternative-fuel vehicles, as feasible.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> / strikeout)
9-P-30	<u>9-P-33</u>	Encourage new residential development and remodeled existing homes to install clean-burning fireplaces and wood stoves.
GOALS: HISTORICAL AND CULTURAL RESOURCES		
9-5-1	<u>9-G-12</u>	Encourage the preservation, protection, enhancement and use of structures that: • Represent past eras, events and persons important in history; • Provide significant examples of architecture; • Embody unique and irreplaceable assets to the City and its neighborhoods; and • Provide examples of the physical surroundings in which past generations lived.
9-5-2	<u>9-G-13</u>	Encourage municipal and community awareness, appreciation, and support for Pittsburg's historic, cultural, and archaeological resources.
POLICIES: HISTORICAL AND CULTURAL RESOURCES		
9-P-31	<u>9-P-34</u>	Encourage the preservation of varied architectural styles that reflect the cultural, industrial, social, economic, political and architectural phases of the City's history.
9-P-32	<u>9-P-35</u>	Expand the role of the City's Historical Resources Commission, currently responsible for only the New York Landing Historical District, to include all historical resources. The Commission should be responsible for designating historical resources, working with the Planning Commission on reviewing development proposals for historical sites, and acting as the community's liaison on these issues. However, the role of reviewing development proposals and remodelings in the Historical District should be transferred to the Planning Commission
9-P-33	<u>9-P-36</u>	Provide for the educational and cultural enrichment of this and future generations by fostering knowledge of our heritage.
9-P-34	<u>9-P-37</u>	Redefine the New York Landing Historical District to designate and preserve historical structures not currently located within the district boundaries.
9-P-35	<u>9-P-38</u>	Explore mechanisms to incorporate Pittsburg's industrial heritage in historic and cultural preservation.
9-P-36	<u>9-P-39</u>	Ensure the protection of known archaeological resources in the city by acquiring a records review for any development proposed in areas of known resources. If such resources are found, limit urban development in the vicinity or account for the resources.

Policy / Mitigation Correspondence Table

Draft GP Policy #	Revised Policy #	Policy Text (revisions in <u>underline</u> /strikeout)
9-P-37	9-P-40	In accordance with State law, ensure the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archaeological resources are uncovered.
9-P-38	9-P-41	If archeological resources are found during ground-breaking for new urban development, halt construction immediately and conduct an archeological investigation to collect all valuable remnants.
9-P-39	9-P-42	Develop an identification and preservation system for cultural resources—those places or structures that qualify as “important” or “unique” to local community, ethnic, or social groups.
	9-P-43	<u>During redevelopment and rehabilitation of older residential units, ensure that the development process complies with the lead testing requirements established by BAAQMD, Contra Costa County Health District, and HUD.</u>

10 Health and Safety

GOALS: GEOLOGY AND SEISMICITY

10-G-5	Limit urban development in high-risk areas (<u>such as landslide areas, flood zones, and areas subject to liquefaction</u>) to low-occupancy or open forms of land use.
10-G-6	Restrict Limit development on slopes greater than 30% percent (<u>as delineated on Figure 10-1</u>) to lower elevation, foothills, and knolls, and along ridgelines.

POLICIES: GEOLOGY AND SEISMICITY

Slopes and Erosion

10-P-2	Limit Restrict future development from occurring on slopes greater then <u>than</u> 30% percent (<u>as designated in Figure 10-1</u>) <u>over the 800 foot elevation contour, and on major and minor ridgelines (as delineated in Figure 4-2).</u>
10-P-5	Ensure the installation of fencing around construction sites that BAAQMD requirements are implemented around construction sites to reduce wind velocity and soil transport at the sites.

GOALS: FLOOD CONTROL

10-G-8	New development should not add storm runoff exceeding a proportional share of designated storm-drainage capacity.
10-G-8	<u>Ensure that new development mitigates impacts to the City’s storm drainage capacity from storm water runoff in excess of runoff occurring from the property in its undeveloped state.</u>

Policy / Mitigation Correspondence Table

Draft GP Policy # Revised Policy # Policy Text
(revisions in underline/strikeout)

POLICIES: FLOOD CONTROL

10-P-23	All new development (residential, commercial, or industrial) should contribute to the construction of drainage improvements in the Kirker Creek and other watersheds in the Planning Area, <u>as required by the City's adopted ordinances.</u>
10-P-25	Develop and adopt regulations to control development along open channels and creeks, consistent with the County's Subdivision Code, Title 9. Ensure adequate minimum setbacks to reduce potential for property damage from storm flooding and protect riparian habitat.

POLICIES: HAZARDOUS MATERIALS

10-P-32	Designate and map brownfield sites to educate future landowners about contamination from previous uses. Work directly with willing landowners in the clean-up of brownfield sites, particularly in areas with redevelopment potential.
10-P-34	Identify appropriate regional and local routes for transport of hazardous materials and wastes. Ensure that fire, <u>police</u> , and <u>other</u> emergency personnel are easily accessible for response to spill incidences on such routes.
<u>10-P-35</u>	<u>Require historical assessments and/or sampling as part of the environmental review process for redevelopment projects in the Loveridge and Northeast River subareas. Ensure that contamination from industrial waste is mitigated before redevelopment occurs.</u>

POLICIES: EMERGENCY MANAGEMENT

10-P-35	<u>10-P-36</u>	Maintain, modernize, and designate new sites for emergency response facilities, including fire and police stations, as needed to accommodate population growth.
10-P-36	<u>10-P-37</u>	Prepare and disseminate information to local residents, businesses, and schools about emergency preparedness, including hazardous materials spills.
10-P-37	<u>10-P-38</u>	Ensure that critical facilities, including medical centers, police and fire stations, school facilities, and other structures that are important to protecting health and safety in the community, remain operative during emergencies.
	<u>10-P-39</u>	<u>Strive to maintain a ratio of 1.8 sworn police officers per 1,000 residents.</u>

Policy / Mitigation Correspondence Table

Draft GP Policy # Revised Policy # Policy Text
(revisions in underline/strikeout)

II Public Facilities

POLICIES: WATER SUPPLY AND DISTRIBUTION

11-P-9 Cooperate with CCWD to ensure compliance with District regulations and State law for new development requiring annexation to the CCWD service area. Cooperate with CCWD in processing all necessary information to allow a determination if Los Vaqueros facilities can be used to service new annexation areas.

11-P-10 Cooperate with federal agencies to ensure that new development requiring inclusion into the CCWD Central Valley Project contract service area addresses all requirements of federal statutes and regulations, including the National Environmental Policy Act (NEPA) and Endangered Species Act (ESA). Encourage project developers to provide all required information for consultation purposes, if necessary, under ESA Sections 7 or 10, or a Habitat Conservation Plan.

POLICIES: WASTEWATER COLLECTION AND TREATMENT

~~11-P-9~~ 11-P-11 Work with Delta Diablo Sanitation District (DDSD) in planning the expansion of the wastewater treatment plant.

~~11-P-10~~ 11-P-12 Pursue replacement and/or expansion of the City's trunk sewer system, as demand increases, particularly in newer portions of the system south of State Route 4.

~~11-P-11~~ 11-P-13 Address deficiencies in the capacity, safety and reliability of the collection system as identified in the 1990 and subsequent Collection System Master Plans.

~~11-P-12~~ 11-P-14 Restrict construction of sensitive receptors, such as residential units, schools or churches, within 1000 feet from wastewater treatment units. Prohibit construction of sensitive receptors within 0.5 miles of the wastewater treatment plant.

~~11-P-13~~ 11-P-15 Work with Delta Diablo Sanitation District (DDSD) to promote the use of recycled water for irrigation of large planted areas, such as business/industrial campus projects, City parks, and street medians.

~~11-P-14~~ 11-P-16 Work with Delta Diablo Sanitation District (DDSD) to ensure that industrial discharge is monitored and that wastewater quality continues to meet various Federal, State, and regional standards.

~~11-P-15~~ 11-P-17 Require that all wastewater dischargers within the City conform to the ordinances of the Delta Diablo Sanitation District (DDSD).

~~11-P-16~~ 11-P-18 Ensure that new residential, commercial, and industrial development equitably share costs associated with providing wastewater services to areas of urban expansion within the Planning Area.

Policy / Mitigation Correspondence Table

Draft GP Revised Policy Text
Policy # Policy # (revisions in underline/~~strikeout~~)

POLICIES: SOLID WASTE

11-P-17	<u>11-P-19</u>	Support the implementation of program tasks within the Source Reduction and Recycling Element.
11-P-18	<u>11-P-20</u>	Work with Pittsburg Disposal Services to increase participation in curbside recycling programs for residential neighborhoods.
11-P-19	<u>11-P-21</u>	Promote the importance of recycling industrial and construction wastes.
11-P-20	<u>11-P-22</u>	Prepare and distribute informational handouts to the public regarding opportunities to reduce waste at homes and businesses, as well as methods of safe disposal of hazardous materials.
11-P-21	<u>11-P-23</u>	Encourage builders to incorporate interior and exterior storage areas for recyclables into new or remodeled residential, commercial, and industrial structures.

POLICIES: FIRE PROTECTION

11-P-22	<u>11-P-24</u>	Amend the subdivision regulations to include a requirement for detailed fire prevention and control, including community firebreaks, for projects in high and extreme hazard areas.
11-P-23	<u>11-P-25</u>	Review and amend ordinances that regulate development in potentially hazardous locations to require adequate protection, such as fire-resistant roofing, building materials, and landscaping.
11-P-24	<u>11-P-26</u>	Cooperate with Contra Costa County Fire Protection District (CCCYPD) to ensure that <u>all new or relocated fire stations are constructed on appropriate sites</u> development is constructed within the 1.5-mile response radii from a fire station new or existing development.
11-P-25	<u>11-P-27</u>	Cooperate with CCCYPD in obtaining sites to <u>either relocate or establish new City fire stations within City limits</u> to provide more efficient response times: • Relocate Station 84 near State Route 4 and west of Railroad Avenue; and • Relocate Station 85 near Buchanan Road and west of Railroad Avenue.
11-P-26	<u>11-P-28</u>	Cooperate with CCCYPD in obtaining a site for a new fire station (or <u>replacement relocation</u> offer Station 86) south of State Route 4 and west of Bailey Road.
	<u>11-P-29</u>	<u>Ensure adequate road widths in new development for fire response trucks, per the subdivision regulations.</u>

Policy / Mitigation Correspondence Table

Draft GP Policy # Revised Policy # Policy Text
(revisions in underline/~~strikeout~~)

POLICIES: PUBLIC UTILITIES

11-P-27	<u>11-P-30</u>	Continue to rely on the five-year Capital Improvement Program to provide for needed utilities in relation to the City's financial resources.
11-P-28	<u>11-P-31</u>	Work with Southern Energy <u>Mirant</u> Power Plant to acquire and/or develop transmission line corridors for attractive, community-serving, compatible uses, such as: • Open space habitat. More intensive planting would provide a wildlife habitat corridor within the City. • Passive recreational uses. A tremendous opportunity for parks, playing fields, and trails linked to the regional network.
11-P-29	<u>11-P-32</u>	Ensure the designation of service corridor easements or routes when required for tentative map or specific plan approval.
11-P-30	<u>11-P-33</u>	As a condition of approval, ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.

12 Noise

GUIDING POLICIES/GOALS: NOISE

12-G-2	Discourage the use of <u>Encourage criteria such as building design and orientation, wider setbacks, and intense landscaping in lieu of sound walls to mitigate traffic noise along all major corridors, except along State Route 4.</u>
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IMPLEMENTING POLICIES: NOISE

12-P-3	Support implementation of State legislation that requires reduction of noise from motorcycles, automobiles, trucks, trains , and aircraft.
<u>12-P-10</u>	<u>Reduce the impact of truck traffic noise on residential areas by limiting such traffic to appropriate truck routes. Consider methods to restrict truck travel times in sensitive areas.</u>

4 Text Revisions to the Draft EIR

This chapter includes text revisions to the Draft Environmental Impact Report (EIR) as a result of Final EIR Chapter 2: Response to Comments, Final EIR Chapter 3: Policy/Mitigation Correspondence Table, Planning Commission edits to the General Plan, and staff-initiated technical corrections and clarifications.

Text revisions to the Draft EIR are indicated herein as redline for additions, and ~~strikeout~~ for deletions.

Page i (Behind Cover)

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 - Paul Reinders, Senior Civil Engineer
 - Chris Bekiras, Associate Planner
 - Ken Strelo, Assistant Planner
 - Dana Hogget, Planning Technician
- Dyett & Bhatia
 - Rajeev Bhatia, Principal-in-Charge
 - Rosalyn Stewart, Planner
 - Aarty Joshi, Planner
 - Mark Chambers, Computer Graphics
 - Brandon Taylor, GIS Specialist
- Fehr & Peers, Inc
 - Jim Daisa, Principal
- Environmental Sciences Associates
 - Marty Abell, Principal
 - Nancy Barbic, Senior Project Manager
 - Tay Gerstell, Senior Biologist
 - Peter Hudson, R.G., Senior Geologist

Chapter I: Executive Summary

Page I-1

GUIDING THEMES/PRINCIPLES

...

To respond to growth pressures and planning challenges, the City began the process to update its General Plan in September of 1997. Guiding themes/principles of this update process include:

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- *Promotion of infill development.* In order to minimize encroachment into the hillsides, reverse and prevent blight, promote economic development, and efficiently provide services, the Plan encourages use and revitalization of vacant and underutilized sites. These include areas in and around Downtown (West Tenth Street and Harbor Street), around Railroad Avenue and East Leland Road, the Pittsburg/Bay Point BART station, and complementary and viable uses on vacant sites in existing neighborhoods.
- *Increased diversity in housing types.* The General Plan seeks to expand the range of housing types currently available in Pittsburg through designation of sites for low-density hillside development, as well as higher-density residential development in selected locations. This allows for a diverse range of housing opportunities for residents of different social/economic sectors. Plan policies also provide for increased flexibility in single-family development by encouraging small-lot (Downtown and arterial corridors) or clustered executive-style and custom/estate (Southern Hills) housing design.
- *Protection of ridgelines and creeksides, and expansion of the trail and park network.* The Diagram illustrates General Plan identifies major and minor ridgelines protected from development, and establishes development guidelines to protect them. Additionally, the Plan identifies and a network of open space along creeks in new growth areas that will be realized over time. These open space areas will also facilitate development of a network of bikeways and pedestrian trails.

...

MAGNITUDE OF USES

The Pittsburg Planning Area comprises a total of 27,000-27,300 gross acres (42.1 square miles), just under one-third (15.6 square miles) lies Of this area, approximately 7,700 acres lie within City limits (28 percent of the Planning Area). The community of Bay Point lies within the Sphere of Influence and encompasses 2,300 gross acres. Wetlands and Suisun Bay/Sacramento River environs account for approximately 25 percent of the Planning Area, while vacant, rolling hills constitute approximately 33 percent.

Residential and industrial uses are dominant in the developed portions of the Planning Area. Currently (year ~~1999~~), residential uses comprised ~~approximately 2,450-2,700 net acres~~. Approximately ~~1,500 net 940 acres~~ ~~are~~were occupied by industrial uses, primarily in the northeastern parts of Pittsburg. Commercial uses, encompassing ~~420-400 acres~~, ~~are~~were located principally along major transportation corridors such as Railroad Avenue, Leland Road, Loveridge Road, and State Route 4. An additional 25 percent ~~610 acres~~ of the City's developed area ~~is~~was made up of parks and open space.

Page 1-3

GENERAL PLAN BUILDOUT

Buildout of the proposed Project would result in a total of 4,640 acres of residential land, over half of which is designated Low Density Residential (single family detached homes). Over 930 acres are designated for commercial activities, primarily divided between Community Commercial and Business Commercial uses. The majority of the City's ~~1,430~~1,410 acres of industrial land is located within the Northeast River subarea. Approximately 2,680 parks and 9,110 acres open space constitute remaining lands within the Planning Area (not including Bay Point). Table 1.1-1 shows the City's General Plan land use distribution.

Table 1.1-1
General Plan Distribution, Pittsburg

<i>Land Use Category</i>	<i>Total Acres</i>
Residential	
Hillside Low Density	712 693
Low Density	2,412 2,406
Medium Density	340
High Density	290
Downtown Low Density	56
Downtown Medium Density	94
Downtown High Density	24
Commercial	
Regional Commercial	209
Community Commercial	398 198
Business Commercial	390
Downtown Commercial	12
Marine Commercial	395 6
Service Commercial	91
Industrial	1,429 1,412
Parks	2,680 2,756
Open Space	9,112 9,092
Public / Institutional	468
Utility ROW	1,032 1,001
Grand Total	19,580

Source: Dyett & Bhatia, 2000.

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Buildout of the General Plan, at the assumed densities as shown in Table 1.1-2, will result in approximately ~~29,000~~ 35,800 housing units located within the City limits ~~Planning Area~~. An estimated population of ~~83,000~~ 83,600 will reside within the City limits, while approximately ~~21,000~~ 15,700 people will live within Bay Point by 2020; resulting in a total Planning Area population of ~~104,000¹~~ 99,300. Over 16,600 low density, single family homes would be constructed. Nearly 9,000 housing units are proposed (which includes the San Marco development), in addition to 2,600 higher density units within the Downtown 1,300 units approved as of 1999.

¹ City of Pittsburg buildout projections based on land use development assumptions (see Table 32-34), while Bay Point buildout projections based on ABAG Projections 2000.

Table 1.1-2

Population at General Plan Buildout, Pittsburg

	Gross Acres	Assumed Density	Total Dwelling Units	Assumed Persons per Dwelling Unit	Total Population
Hillside Low Density	710	3 du/ac	2,140	3.2 p/du	6,490
Low Density	2,410	6 du/ac	14,470	3.2 p/du	44,000
Medium Density	340	12 du/ac	4,080	2.8 p/du	10,850
High Density	290	20 du/ac	5,790	2.8 p/du	15,410
Downtown Low Density	60	8 du/ac	450	2.8 p/du	1,190
Downtown Medium Density	90	16 du/ac	1,500	2.6 p/du	3,720
Downtown High Density	20	24 du/ac	580	2.6 p/du	1,430
Grand Total	3,900	-	29,000	-	83,000

Source: Dyett & Bhatia, 2000.

Table 1.1-2

Population and Housing: General Plan Buildout, Pittsburg Planning Area

	Housing Units	Population	Employed Residents
City of Pittsburg			
Existing	19,100	54,300	25,000
Approved	1,300	3,700	1,700
Proposed	9,000	25,600	11,800
Subtotal	29,300	83,600	38,500
Bay Point			
Existing	6,200	15,000	8,000
Proposed	300	700	400
Subtotal	6,500	15,700	8,400
Total Planning Area	35,800	99,300	46,900

Note: Items may not sum to total due to independent rounding.

Assumptions:

City of Pittsburg = Housing Units based on Pittsburg General Plan GIS database; Population based on 3 persons per household and 5 % vacancy; Employed Residents based on 46% of population.

Bay Point = Housing Units, Population, and Employed Residents based on LUIS 99 Contra Costa County TAZ database.

Source: Dyett & Bhatia, 2001.

Buildout of all commercial and industrial sites within Pittsburg the Planning Area would result in a total of approximately ±2 9.2 million square feet of commercial space and ±2 10.5 million square feet of industrial space. This dramatic increase in non-residential building area, in conjunction with increased populations and business expansion throughout East County, will result in a total of 37,900 33,500 commercial jobs and ±2,300 11,700 industrial jobs at buildout (see Table 1.1-3).

Table I.1-3

Employment at General Plan Buildout, Pittsburg

Land Use	Gross Acres	Assumed Floor Area Ratio	Total Building Area	Assumed Square Feet per Employee	Total Employment
Community Commercial	400	0.3 FAR	4,161,200	250	16,650
Business Commercial	390	0.4 FAR	5,440,400	400	13,600
Downtown Commercial	10	0.5 FAR	215,100	250	790
Marine Commercial	60	0.5 FAR	1,220,500	300	4,470
Service Commercial	90	0.3 FAR	949,700	400	2,370
Commercial Total	950	-	11,987,000	-	37,900
Industrial	1,410	0.2 FAR	12,284,000	1,000	12,300

Source: Dyett & Bhatia, 2000.

Table I.1-3

Employment: General Plan Buildout, Pittsburg Planning Area

	Commercial Sq Ft	Commercial Jobs	Industrial Sq Ft	Industrial Jobs	Total Jobs
City of Pittsburg					
Existing	4,062,000	14,800	4,232,000	4,700	19,500
Approved	1,531,000	5,600	491,000	500	6,100
Proposed	3,141,000	11,400	2,581,000	2,900	14,300
Subtotal	8,734,000	31,800	7,304,000	8,100	39,900
Bay Point					
Existing	413,000	1,500	2,925,000	3,300	4,800
Proposed	59,000	200	261,000	300	500
Subtotal	472,000	1,700	3,186,000	3,500	5,300
Total Planning Area 2020	9,206,000	33,500	10,490,000	11,700	45,100

Note: Items may not sum to total due to independent rounding.

Assumptions:

City of Pittsburg = Commercial and Industrial Sq Ft based on City's GIS database; Commercial Jobs based on 275 sq ft per employee; Industrial Jobs based on 900 sq ft per employee.

Bay Point = Commercial and Industrial Jobs based on LUIS 99 database; Commercial Sq Ft based on 275 sq ft per employee; Industrial Sq Ft based on 900 sq ft per employee.

Source: Dyett & Bhatia, 2001.

I.4 AREAS OF CONTROVERSY

Areas of controversy surrounding development of Draft General Plan policies and analysis of environmental impacts included:

VIEWS AND HILLSIDE DEVELOPMENT

The southern portion of the Planning Area currently consists of rural, privately-owned, undeveloped hillsides. Residential development proposed for the southern hills includes Hillside Low and Low Density neighborhoods in the Buchanan, Woodlands, and Southwest Hills subareas. These residential neighborhoods will likely block views of the rolling, grassy hills.

However, the General Plan delineates major and minor ridgelines (see Figure 4.2-3), and proposes development design standards to ensure that new hillside development retains the character of the southern hills, ensures slope stability, and preserves wildlife habitat.

TRAFFIC CONGESTION

New residential development is planned for the Planning Area's southern hills, while new business and regional commercial centers are planned along State Route 4. Such development will contribute significant daily trips to local arterials and highways, and will result in degradation of levels of service (LOS). Specific roadways identified as potentially effecting regional and local circulation include:

- Kirker Pass Road,
- West Leland Road, and
- Buchanan Bypass.

The General Plan identified a variety of roadway improvements and proposes developer mitigation of on-site improvements, as well as expansion of the transit network and bicycle route network. However, increases in traffic LOS above those prescribed in the General Plan are considered an outstanding significant impact.

BIOLOGICAL RESOURCES

Development proposed under the General Plan has the potential to affect sensitive habitat areas and/or special status species that may occur within the Planning Area. Direct impacts may include habitat destruction, degradation, or modification during both construction and operational phases of proposed development. Expansion of urban development in the southern hills can affect habitat areas by reducing the amount of annual grasslands available; the San Joaquin kit fox has been identified as a special of special concern. Development along the Suisun Bay waterfront and creeks have the potential to disrupt seasonal marshes and wetlands areas; various waterfowl have been identified as species of special concern.

In order to reduce impacts of new development on wildlife habitat, General Plan policies propose biological assessments, preservation of open spaces, and creek setbacks.

Chapter 2: Introduction

None

Chapter 3: Project Description

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PLANNING BOUNDARIES

Pittsburg's Planning Area includes 41.1 square miles of land, within which lie both the Sphere of Influence (SOI) and the City limits. The inclusion of land within the Planning Area but outside City limits does not necessarily mean that the City is contemplating annexation. Pittsburg's SOI extends over 18.2 square miles and includes the unincorporated community of Bay Point, northwest of the City. Certain unincorporated lands lying outside the current SOI – such as undeveloped areas adjacent to Bay Point and Antioch – may be considered for annexation by the City, upon request. City limits ~~in 2000~~ spanned 15.6 square miles in year 2000. The Planning Area boundaries coincide with those of Antioch and Clayton, and with the Concord Naval Weapons Station, which lies within Concord city limits.

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EXISTING POPULATION

As of 2000, the City of Pittsburg had an estimated population of ~~53,700~~ 54,300, making it the fifth most populous City in Contra Costa County (~~ABAG Projections 2000~~). Population in the City's SOI, which includes the unincorporated community of Bay Point, was estimated at ~~71,400~~ 69,300.

Historically, the City's population has grown larger every decade. The major exception was the decade between 1930 and 1940, when population declined slightly (see Table 3.2-1). The City experienced a growth spurt during World War II and the period that followed, with a doubling of population between 1940 and 1960. Then, like the rest of the County, the 1960s marked a period of slow growth. The largest population increase came between 1970 and 1980, when the City experienced an average increase of over six percent per year. This period was also one of rapid growth in outlying Contra Costa County communities.

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Table 3.2-1

Population Growth, 1930-2000: City of Pittsburg

Year	Population	Average Annual Growth Rate
1930	9,610	n/a
1940	9,520	-0.1%
1950	12,760	3.4%
1960	19,060	4.9%
1970	20,650	0.8%
1980	33,470	6.2%
1990	47,560	4.2%
2000	53,700 54,300	+3% 1.4%

Source: 1930-90 US Census; ABAG Projections 2000 Pittsburg General Plan GIS Database.

Table 3.2-2 compares population growth in the City, the SOI, and the County between 1990 and 2000. Growth in the Pittsburg SOI outpaced both the City's and the County's rate of growth in the 1980s. According to ABAG estimates, growth in unincorporated areas has slowed down in recent years. While the Pittsburg Planning Area grew almost 70 percent faster than the County in the 1980s, growth in recent years has lagged behind the County. Virtually all of the unincorporated population in the SOI is in the unincorporated community of Bay Point (formerly West Pittsburg), which totaled approximately ~~17,700~~ 15,000 residents in 2000.

Table 3.2-2

Population Growth, 1980-1995: City of Pittsburg, SOI, and Contra Costa County

	1980	1990	Annual Growth 1980-1990	2000	Annual Growth 1990-2000
City of Pittsburg	33,470	47,560	3.6%	53,700 54,300	+3% 1.4%
Pittsburg Sphere of Influence (SOI)	43,840	65,230	4.1%	71,400	0.9%
Contra Costa County	656,380	803,730	2.0%	941,900	1.7%

Source: 1980 and 1990 US Census, Pittsburg General Plan GIS Database; ABAG Projections 2000.

POPULATION PROJECTIONS**General Plan Buildout**

Buildout of the General Plan, at the assumed densities shown in Table 3.2-3, will result in approximately ~~29,000~~ 29,300 housing units located within the City limits. An estimated population of ~~83,000~~ 83,600 will reside within the City limits, while approximately ~~21,000~~ 15,700 people will live within Bay Point by 2020; resulting in a total Planning Area population of ~~104,000~~ 99,300¹. General Plan

¹ City of Pittsburg buildout projections based on land use development assumptions (see Table 3.2-3), while Bay Point buildout projections based on ABAG Projections 2000 LUIS 99 Contra Costa County TAZ Estimates.

buildout projections anticipate population growth slightly higher than those of the Association of Bay Area Governments (ABAG *Projections 2000*: 97,000 estimated 2020 population).

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Table 3.2-3

Population at General Plan Buildout, Pittsburg Planning Area

	Assumed Density	Total Dwelling Units	Assumed Persons per Dwelling Unit	Total Population
City of Pittsburg		29,000		83,000
Hillside Low Density	3 du/ac	2,140	3.2 p/du	6,490
Low Density	6 du/ac	14,470	3.2 p/du	44,000
Medium Density	12 du/ac	4,080	2.8 p/du	10,850
High Density	20 du/ac	5,790	2.8 p/du	15,410
Downtown Low Density	8 du/ac	450	2.8 p/du	1,190
Downtown Medium Density	16 du/ac	1,500	2.6 p/du	3,720
Downtown High Density	24 du/ac	580	2.6 p/du	1,430
Bay Point				21,000
Total Pittsburg Planning Area				104,000

Source: Dyett & Bhatia, 2000; LUIS 99 Contra Costa County TAZ Projections (Bay Point).

Table 3.2-3

Population and Housing: General Plan Buildout, Pittsburg Planning Area

	Housing Units	Population	Employed Residents
City of Pittsburg			
Existing	19,100	54,300	25,000
Approved	1,300	3,700	1,700
Proposed	9,000	25,600	11,800
Subtotal	29,300	83,600	38,500
Bay Point			
Existing	6,200	15,000	8,000
Proposed	300	700	400
Subtotal	6,500	15,700	8,400
Total Planning Area	35,800	99,300	46,900

Note: Items may not sum to total due to independent rounding.

Sources:

City of Pittsburg = Housing Units based on Pittsburg General Plan GIS database; Population based on 3 persons per household and 5 % vacancy; Employed Residents based on 46% of population.

Bay Point = Housing Units, Population, and Employed Residents based on LUIS 99 Contra Costa County TAZ database.

Source: Dyett & Bhatia, 2001.

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ABAG projects that household size in Pittsburg SOI will continue to increase into the future, peaking at 3.22 in 2005 and dropping back down to 3.07 by 2020. In contrast, Contra Costa County's household size is expected to rise slowly and steadily to 2.75 by 2020. While the number of households in the City grew by a dramatic 43 percent between 1980 and 1990, and then dropped to a low 3 percent between 1990 and 2000, growth is estimated to rise steadily by approximately 20 percent through the next two decades. These trends are shown in Table 3.2-4.

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3.4 CHARACTERISTICS OF THE PROPOSED GENERAL PLAN

...

1. *Employment Growth.* While industrial activity in Pittsburg continues to be strong, the City's economy is in transition from manufacturing to services. Existing large industrial uses are far more efficient and less labor-intensive than in the past. Job-growth in the heavy industry sector may be limited due to more efficient production methods, strict environmental regulations, and public attitude opposing heavy industry. Retail trade and services are expected to be the fastest-growing employment sectors in the coming decades, and will have positive impacts on the City's fiscal base. Three ~~value-oriented~~ big box retail centers have already located along State Route 4, and the General Plan will allow for continued expansion of existing ~~clusters~~ sectors.

Office and service establishments in Pittsburg are generally small-scaled, and ~~clustered~~ integrated with strip malls along Railroad Avenue and East Leland Road. Expansion of high-tech industries throughout Contra Costa County is increasing demand for larger-scale office and business center developments. The General Plan provides sites for business commercial development in a variety of locations – near the Pittsburg/Bay Point BART station, along State Route 4, adjacent to the proposed Railroad Avenue BART Station, and other infill and potential redevelopment sites.

...

3. *Hillside/Ridgeline Preservation.* The range of hills flanking the City's southern boundary is one of Pittsburg's most distinguishing features. As large tracts of undeveloped land suitable for housing within the City have become scarce, the City must develop planning tools to preserve the aesthetic appearance of the hills and direct development to appropriate locations. Recently, the hillsides have come under increasing development pressure. A majority of new growth in the hillsides will result from development that is already entitled; the General Plan delineates minimal new growth in the hillsides. Based on sophisticated computer-based viewshed analysis, the General Plan also delineates ridgeline protection areas that merit ridgeline and hillside protection, and includes other policies to ensure that development is in keeping with hillside character and constraints.
4. *Jobs/Housing/Employed Residents Balance.* With a jobs/employed residents' ratio of ~~0.660.69~~, the Pittsburg SOI had a deficit of approximately ~~11,000~~ 10,000 jobs in 2000. Large-scale projects, such as North Park Plaza, have augmented the City's commercial base and in the last five years, and the City has added jobs at a faster rate than population growth. The General

Plan seeks a close balance between jobs and employed residents at buildout, thereby allowing all residents the opportunity to work within the City.

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Table 3.4-1

**General Plan Distribution, Pittsburg
(not including Bay Point)**

<i>Land Use Category</i>	<i>Total Acres</i>
Residential	
Hillside Low Density	712 693
Low Density	2,412 2,406
Medium Density	340
High Density	290
Downtown Low Density	56
Downtown Medium Density	94
Downtown High Density	24
Commercial	
Regional Commercial	209
Community Commercial	398 189
Business Commercial	390
Downtown Commercial	12
Marine Commercial	56
Service Commercial	91
Industrial	1,412
Parks	2,680 2,756
Open Space	9,112 9,092
Public / Institutional	468
Utility ROW	1,032 1,001
Grand Total	19,580

Source: Dyett & Bhatia, 2000.

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DELTA PROTECTION COMMISSION

Per the Delta Protection Act of 1992, the California Delta Protection Commission (DPC) is required to review and approve proposed General Plan amendments affecting land within the Primary Zone, as shown in Figure XX. Browns Island, located along the northeastern shore of Suisun Bay, lies within the DPC's Primary Zone. Browns Island is primarily owned by the State Lands Commission, leased to the East Bay Regional Park District; a portion of the Island is owned by the Port of Stockton.

Local governments must ensure that adopted General Plans, and any development approved or proposed under the General Plan, will be consistent with the DPC's Land Use and Resource Management Plan and will NOT:

- result in wetland or riparian loss;
- result in degradation of water quality;
- result in increased nonpoint source pollution;
- result in the degradation or reduction of Pacific Flyway habitat;
- result in reduced public access, provided the access does not infringe on private property rights;
- expose the public to increased flood hazard;
- adversely impact agricultural lands or increase the potential for vandalism, trespass, or the creation of public private nuisance on public or private land;
- result in the degradation or impairment of levee integrity;
- adversely impact navigation; or
- result in increased requirements or restrictions upon agricultural practices in the Primary Zone. (Section 29763.5)

Chapter 4: Environmental Setting, Impact Analysis & Mitigation

Page 4-1

Existing Land Use Distribution

The Pittsburg Planning Area comprises a total of ~~27,000~~27,300 gross acres (42.4 square miles). Of this area, ~~10,000 gross~~7,700 acres (15.6 square miles) lie within City limits, comprising 28 percent of the Planning Area. The community of Bay Point lies in the Sphere of Influence and encompasses 2,300 gross acres. Wetlands and Suisun Bay/Sacramento River environs account for 6,760 additional acres. Vacant, rolling hills constitute approximately 8,930 acres (33 percent of the Planning Area).

Predominant land uses within the Planning Area include residential neighborhoods and industrial facilities. Residential uses comprise ~~2,700~~2,450 net acres (33.32 percent of total developed area), and can be found in every subarea except the industrial Loveridge and Northeast River subareas. Pittsburg contains ~~1,500~~940 net acres (49.12 percent) of industrial, which are located in the subareas north of State Route 4. Commercial uses, encompassing 400 acres (5 percent), are located primarily along major transportation corridors such as Railroad Avenue and State Route 4. These uses are supplemented by ~~460~~650 acres (68 percent) of public or quasi-public facilities/institutional uses, and ~~2,700~~610 net acres of parks and open space (33.8 percent). ~~The undeveloped southern foothills, Suisun Bay wetlands, The high proportion of and City's parkland comprises a total of 16,300 acres (60 percent of the Planning Area).~~ parks and open space land is due in part to a large concentration at Stoneman Park (190 acres), and inclusion of large regional open spaces such as Browns Island and Black Diamond Mines Regional Preserve. Approved development and projects currently under construction account for about 830 acres, or 11 percent, of the City's total net acreage. Table 4.1-1 and Figure 4.1-1 describe the City's existing land use distribution.

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Table 4.1-1

Existing Land Use: Pittsburg Planning Area, 2000

Land Use ¹	Within City Limits (net acreage)	Outside City Limits (net acreage)	Total	Percent of Total
Residential	2,450	254	2,704	33%
Commercial	393	30	423	5%
Industrial	938	577	1,515	19%
Public/Quasi-Public	418	43	461	6%
Parks/Open Space	610	2,055	2,665	33%
Utility/ROW	231	123	354	4%
Total	5,040	3,082	8,122	100%

¹ Includes developed land only.

Source: Dyett & Bhatia

Table 4.1-1**Existing Land Area Distribution, Pittsburg Planning Area, 1998**

<u>Land Use</u>	<u>City Acreage</u>	<u>Percent of City Acreage</u>	<u>Total Acreage</u>	<u>Percent of Total Acreage</u>
City of Pittsburg			<u>7,700</u>	<u>28 %</u>
Residential	<u>2,450</u>	<u>32 %</u>		
Commercial	<u>400</u>	<u>5 %</u>		
Industrial	<u>940</u>	<u>12 %</u>		
Public/Institutional/Utility	<u>650</u>	<u>8 %</u>		
Parks/Open Space	<u>610</u>	<u>8 %</u>		
Approved Development	<u>830</u>	<u>11 %</u>		
Vacant	<u>1,820</u>	<u>24 %</u>		
Bay Point Unincorporated Area			<u>2,300</u>	<u>8 %</u>
Wetlands / Suisun Bay			<u>6,760</u>	<u>25 %</u>
Southern Hills			<u>8,930</u>	<u>33 %</u>
Streets / Roadways			<u>1,600</u>	<u>6 %</u>
Total	<u>7,700</u>		<u>27,300</u>	<u>100 %</u>

Note: Items may not sum to total due to independent rounding.

Source: Dyett & Bhatia, 2000.

Residential Uses

Residential development is the dominant use in the City, comprising ~~33~~³² percent of the net land area within City limits. With over a century of development, residential neighborhoods in Pittsburg represent a wide range of development types...

Commercial Uses

Pittsburg's commercial centers are concentrated primarily in five areas: Downtown, Railroad Avenue, Bailey Road adjacent to the BART station, Loveridge Road at East Leland Road, and Century Boulevard along State Route 4. Downtown, Railroad Avenue, and Bailey Road have smaller Community Commercial centers, while large ~~value-oriented~~^{big-box} retail and warehouse-style Community and Regional Commercial uses are located along Loveridge Road and Century Boulevard...

Industrial Uses

...All industrial uses are located north of State Route 4, primarily within the Northeast River and Loveridge subareas, with the exception of the ~~Southern Energy~~^{Mirant} (formerly PG&E) power plant west of Downtown. A smaller pocket of industrial uses is located along the BNSF and Southern Pacific railroad tracks in the West Central subarea.

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7. *Buchanan*. Located along the City's southeastern boundary, the Buchanan subarea consists of many newer single-family residential subdivisions. Additionally, this subarea features a multi-unit senior community along Kirker Creek. Two parks and three schools are located here, along with a few commercial establishments. Hillside and Low-density residential acreage is available for housing development of new up-scale neighborhoods along the southeast boundary of the Planning Area.
8. *Woodlands*. Like Buchanan, Woodlands contains many newer single-family housing developments. A small park and one elementary school serve the subarea. Clustered, low-density housing is neighborhoods are proposed for the small valleys adjacent to Kirker Creek.
9. *West Central*. Residential neighborhoods comprise the primary use in West Central. Two small neighborhood commercial uses serve the subarea (Fountain Plaza and Parkside Market). Two mobile home parks also lie within the area, adjacent to the PG&E transmission corridor. Business commercial, services, and industrial parcels adjacent to and north of the BNSF railroad tracks have potential for redevelopment opportunities.
10. *West Leland*. West Leland is dominated by single-family residential neighborhoods, and the City's joint Golf Course/Stoneman Park recreational facility. Additional public facilities include Del Monte Community Center, an elementary school, and a new fire station.
11. *Southwest Hills*. Annexed by the City in 1990, this subarea consists primarily of undeveloped, rolling hills. However, the area is the site of the approved 640-acre San Marco residential development, which will include both low and high-density residential units. The Oak Hills and Alves Ranch residential subdivisions are also located within this subarea. Additionally, the southern hills subarea includes the San Marco Meadows and Bailey Estates projects, which are not yet annexed to the City but are located within the County ULL.

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Unincorporated Areas

Subareas 12-15 comprise the unincorporated portions of the Pittsburg Planning Area. These areas include:

12. *Northwest River*. Two major uses are located in the Northwest River: the ~~Southern Energy~~ Mirant (previously PG&E) Power Plant, and a small portion of the Concord Naval Weapons Station. The remainder of Northwest River consists of marshland.
13. *Bay Point*. Located west of Pittsburg, residential neighborhoods comprise the primary land use in the unincorporated community of Bay Point. Multi-family housing is ~~clustered~~ concentrated along Bailey Road north of the Pittsburg/Bay Point BART Station, and commercial activities line the Willow Pass Road corridor. A large swath of industrial land lies to the north of the Pittsburg/Bay Point BART Station Specific Plan. The Mount Diablo Unified School District operates two elementary schools within the community. The majority of the developed portion of Bay Point, while unincorporated, is nevertheless within Pittsburg's SOI and Planning Area.

14. *South Hills.* South of the City limit, South Hills consists of undeveloped, rolling hills. The Keller Canyon Landfill is in the northwestern portion of the South Hills subarea, and is surrounded by an open space buffer.
15. *Black Diamond.* Located in the far southeastern corner of the City's Planning Area, Black Diamond also features undeveloped, rolling hills of primarily rural, privately-owned grazing land. The Black Diamond Mines Regional Preserve offers a variety of recreational opportunities, such as trails and picnic areas, and includes current ranching operations.

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Table 4.1-2
General Plan Distribution, City of Pittsburg (not including Bay Point)

	Black Dia- mond	Buchanan	Downtown	East Central	East Leland	Loveridge	Northeast River	Northwest River	Railroad Avenue	South Hills	Southwest Hills	West Cen- tral	West Leland	Woodlands	Grand Total				
Residential																			
Hillside Low Density	0	<u>442</u>	<u>136</u>	0	0	0	0	0	0	0	<u>389</u>	<u>374</u>	0	0	<u>181</u>	<u>712</u>	<u>693</u>		
Low Density	0	<u>743</u>	<u>739</u>	0	173	50	3	0	4	0	342	322	536	240	<u>2,412</u>	<u>2,406</u>			
Medium Density	0	60	0	9	128	0	0	0	1	0	14	67	51	12		340			
High Density	0	1	0	19	50	19	0	0	0	0	178	10	0	13		290			
Downtown Low Density	0	0	56	0	0	0	0	0	0	0	0	0	0	0		56			
Downtown Medium Density	0	0	94	0	0	0	0	0	0	0	0	0	0	0		94			
Downtown High Density	0	0	24	0	0	0	0	0	0	0	0	0	0	0		24			
Commercial																			
Regional Commercial	0	0	0	0	0	<u>209</u>	0	0	0	0	0	0	0	0		<u>209</u>			
Community Commercial	0	9	1	12	26	<u>236</u>	<u>27</u>	0	0	75	0	35	3	1	0	<u>398</u>	<u>189</u>		
Business Commercial	0	6	0	0	116	95	0	0	54	0	56	64	0	0		390			
Downtown Commercial	0	0	12	0	0	0	0	0	0	0	0	0	0	0		12			
Marine Commercial	0	0	<u>37</u>	<u>55</u>	0	0	0	1	0	0	0	0	0	0		<u>39</u>	<u>56</u>		
Service Commercial	0	0	12	17	0	31	0	0	5	0	0	26	0	0		91			
Industrial	0	0	<u>180</u>	0	0	320	651	223	0	156	2	58	0	0		<u>1,429</u>	<u>1,412</u>		
Parks	1,395	<u>39</u>	<u>49</u>	46	2	32	12	553	60	32	0	<u>33</u>	<u>48</u>	8	<u>459</u>	<u>510</u>	<u>7</u>	<u>2,680</u>	<u>2,756</u>
Open Space	2,510	226	0	0	0	0	228	1,689	0	2,674	1,191	13	<u>98</u>	<u>78</u>	483	<u>9,112</u>	<u>9,092</u>		
Pinblc / Institutional	0	49	18	63	192	0	0	0	27	0	26	24	56	13		468			
Utility ROW	99	62	8	22	6	37	39	215	1	234	0	123	<u>124</u>	<u>93</u>	62	<u>1,032</u>	<u>1,001</u>		
Grand Total	4,004	1,336	328	317	598	754	1,472	2,189	199	3,065	2,267	718	1,324	1,010		19,580			

Note: Items may not sum to total due to independent rounding.

Source: Dyett & Bhatia, 2000.

Page 4-14**Table 4.1-3****Standards for Density and Development Intensity**

<i>Land Use Category</i>	<i>Residential Density (du/acre) Range</i>	<i>Floor Area Ratio (FAR) Maximum</i>
Residential		
Hillside Low Density Residential	1.1 - 5.0 < 5	n/a
Low Density Residential	1.1 - 7.0 1 - 7	n/a
Medium Density Residential	7.1 - 14.0 7 - 14	n/a
High Density Residential	14.1 - 25.0 14 - 25	n/a
Downtown Low Density	5.1 - 12.0 5 - 12	n/a
Downtown Medium Density	12.1 - 18.0 12 - 18	n/a
Downtown High Density	18.1 - 30.0 18 - 30	n/a
Commercial*		
Regional Commercial	n/a	0.5
Community Commercial	n/a	0.5 0.4
Business Commercial	n/a	1.0
Downtown Commercial	General Plan Table 5-35-2	
Marine Commercial	n/a	0.5 - 1.5
Service Commercial	n/a	0.5
Industrial		
General Industrial	n/a	0.25 0.5

* Higher FARs are allowed in mixed-use commercial areas; see General Plan Section 2.5: Planning Subarea policies.

Source: City of Pittsburg; Dyett & Bhatia, 2000.

Page 4-19**Connections, Views, and Street Pattern**

...

Possibly the most distinguishing landmark signaling one's arrival in Pittsburg is the ~~Southern Energy~~ Mirant (formerly PG&E) power plant, located on the bank of the Sacramento River west of Downtown, and visible from much of Downtown. Railroad Avenue offers views on either end of the street – the hills to the south and a small statue to the north. However, a slight curve between Fourth and Sixth streets interrupts the visual continuity. Riverview and Central Harbor Park offer views of the Sacramento River and passing ships.

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Bicycle & Pedestrian Facilities

Bicycle and pedestrian facilities within Pittsburg provide access between residential areas, schools, parks, commercial centers, and nearby communities. Existing on-street bicycle facilities include portions of East Leland Road and Railroad Avenue, Kirker Pass Road, ~~Pittsburg-Antioch Highway~~, Buchanan Road, Harbor Street, Willow Pass Road, Crestview Drive, and Loveridge Road. Bicycle lanes are planned for all major streets, including West Leland Road, proposed San Marco Boulevard, ~~Montezuma Street~~ ~~Pittsburg-Antioch Highway~~, Range Road, and Century Boulevard. However, existing on-street facilities are often inconsistent, with gaps and/or obstructions. Existing and planned bicycle facilities within the Planning Area are ~~shown~~ described in Table 4.3-B and Figure 4.3-3.

Table 4.3-B
Bicycle Facilities, Pittsburg Planning Area

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Existing Class</u>	<u>Proposed Class</u>
Bailey Road	State Route 4	Willow Way	III	II
Bay Side Drive	River Park Drive	Marina Boulevard	II	
Black Diamond Street	West 10th Street	East 5th Street		III
Buchanan Road	Ventura Drive	East City Limits	III	II
Buchanan Road	Heights Avenue	Ventura Drive	II	
Buchanan Road	Railroad Avenue	Heights Avenue	III	II
California Avenue	Loveridge Road	Century Boulevard		II
CC Canal Trail	County/ Bay Point	Antioch City Limits		I
Century Boulevard	East Leland Road	CCC Wasteway		II
Crestview Drive	West Buchanan Road	Olympia Drive	II	
Crestview Drive	Olympia Drive	Frontage Road	III	II
Cumberland	East 10th Street	E. Third Street		III
Delta DeAnza Trail	County/ Bay Point	Antioch City Limits	I	
East 3rd. Street	Harbor Street	Marina Boulevard		II
East Leland Road	Railroad Avenue	Antioch City Limits	II	
Frontage Road	Los Medanos School	Crestview		II
Harbor Street	Buchanan Road	Stoneman Ave	III	
Harbor Street	CC Canal	School St	III	II
Harbor Street	School Street	Eighth Street		III
Herb White Way	W. 10th Street	Bayside Drive		II
Kirker Pass Road	Buchanan Road	South City Limits	III	
Loveridge Road	Buchanan Road	Pittsburg Waterfront Road	II	
Marina Boulevard	Herb White Way	Pelican Loop	II	
North Parkside Drive	Range Road	Railroad Avenue		III
Pittsburg-Antioch Highway	Harbor Street	East City Limits		III
Polaris/Power Ave	Railroad Avenue	Range Road/Willow Pass Rd		II

Table 4.3-B
Bicycle Facilities, Pittsburg Planning Area

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Existing Class</u>	<u>Proposed Class</u>
<u>Railroad Avenue</u>	<u>State Route 4</u>	<u>Eighth Street</u>	III	
<u>Range Road</u>	<u>West Leland Road</u>	<u>Willow Pass Road</u>		II
<u>San Marco Boulevard</u>	<u>State Route 4</u>	<u>South of W. Leland Rd. Ext.</u>		II
<u>SR4/Frontage</u>	<u>Crestview Drive</u>	<u>Railroad Avenue</u>		I
<u>Stoneman Avenue</u>	<u>Loveridge Road</u>	<u>Harbor Street</u>	II	
<u>UPRR ROW/8th street</u>	<u>Harbor Street</u>	<u>Willow Pass Road (County)</u>		I
<u>West Buchanan Road</u>	<u>Railroad Avenue</u>	<u>Castlewood Drive</u>	II	
<u>West Leland Road</u>	<u>Dover Way</u>	<u>Bailey Road</u>	III	II
<u>West Leland Road Extension</u>	<u>Bailey Road</u>	<u>Avila Road</u>		II

Source: City of Pittsburg Community Development Department, 2001.

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PROJECTED TRAFFIC VOLUMES

Traffic projections for buildout of the General Plan were developed using the East County Travel Demand Forecasting Model. This model was developed and adopted by the Contra Costa Transportation Authority (CCTA) for regional transportation planning. It produces both ADT projections and peak hour turning movement projections at key intersections. The model encompasses the entire County, but is focused on the communities of North Concord, Bay Point, Pittsburg, Antioch, Oakley and Brentwood. Land uses modeled for the General Plan reflect the year 2025 throughout the County. Within Pittsburg, land use assumptions are based on the proposed General Plan Land Use Diagram; The General Plan Diagram (Figure 2-2) and associated buildout projections (Section 2.3) constitute model assumptions for Pittsburg. Within the remainder of the region, land use assumptions equal year 2025 employment and population projections developed by the Association of Bay Area Governments (ABAG). Additionally, the traffic projections reflect planned street, highway and interchange improvements within Pittsburg and throughout the region.

The General Plan traffic analysis conforms to the CCTA's *Technical Procedures* (1997) for General Plan analysis, including use of the most recent CCTA travel demand forecasting model available at the time (year 2025 population and employment projections outside of the Pittsburg Planning Area), and use of CCTA-required level of service methodology for intersections (CCTALOS). The thirty intersections analyzed were selected by the consultant and City staff as the key intersections on both Regional Routes of Significance and Basic Routes that could be potentially impacted by the General Plan. These selections were confirmed by examining link-level volume to capacity ratios during the Sketch Plan (alternatives analysis) part of the General Plan update.

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Table 4.3-4

PM Peak Hour Intersection Service Levels: 2025, City of Pittsburgh

Intersection	PM Peak Hour		LOS
	Standard	VIC Ratio	
1 West Leland/BART Entrance	0.89	0.51	A
2 Bailey/Route 4 WB Ramps	0.89	0.76	C
3 Bailey/Route 4 EB Ramps	0.89	0.84	D
4 Bailey/West Leland	0.89	>1.00	F
5 Range/Willow Pass WB	0.84	0.0 ¹	A
6 Range/Willow Pass EB	0.84	>45 ¹	F
7 Range/Leland	0.84	0.59	A
8 Crestview/Leland	0.84	0.67	B
9 Railroad/Third	0.940.89	0.45	A
10 Railroad/Tenth	0.940.89	0.76	C
11 Railroad/Central	0.940.89	>1.00	F
12 Railroad/Civic-Oak	0.89	0.57	A
13 Railroad/California-Route 4 WB Ramps	0.89	0.87	D
14 Railroad/Route 4 EB Ramps	0.89	0.87	D
15 Railroad/Leland	0.89	0.87	D
16 Railroad/Yosemite	0.84	0.24	A
17 Railroad/Buchanan	0.84	0.55	A
18 Solari/Central	0.89	>45 ¹	F
19 Harbor/Central	0.89	0.62	B
20 Harbor/California	0.89	0.87	D
21 Harbor/Leland	0.89	0.94	E
22 Harbor/Buchanan	0.89	1.00	E
23 California/Route 4 WB Ramps	0.89	0.88	D
24 Loveridge/Pittsburg-Antioch Highway	0.84	>1.00	F
25 Loveridge/California	0.89	0.96	E
26 Loveridge/Route 4 EB Ramps	0.89	0.81	D
27 Loveridge/Leland	0.89	0.93	E
28 Loveridge/Buchanan	0.84	0.76	C
29 Century/Leland-Delta	0.84	>1.00	F
30 Somersville/Century	0.84	0.81	D

¹ Unsignalized intersections, value reported is total delay (seconds/vehicle) based on HCM methodology (1994).

Source: Fehr & Peers Associates, July 2000.

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(After Table 4.4-2)

The Bay Area has in recent years seen increasing concentrations of ozone. Ozone has harmful health effects when found at ground level, including reduction in lung function, chest pain, and cough, and aggravation of pre-existing respiratory diseases, particularly asthma. According to the Bay Area Air Quality Management District, more than 50 percent of the Bay Area ozone concentration is a result of vehicle emissions (<http://www.baaqmd.gov/pie/backgrnd.htm#o3>). Air quality monitoring stations at Concord and Pittsburg have recorded some of the highest concentrations of ozone in the Bay Area (<http://www.baaqmd.gov/pie/apsum/pollsum99.pdf>). Due to ozone excesses during 1995, 1996, and 1998, the Bay Area is now a non-attainment area for the ozone standard. If the Bay Area does not meet federal air quality standards, it stands to lose important and needed federal transportation funding, and is subject to a variety of other control measures.

Page 4-48

Population and VMT

Under the proposed General Plan, population in the Planning Area is expected to increase from 71,400 in 2000 (ABAG Projections 2000) to 98,800~~104,000~~ in 2020 (Pittsburg General Plan buildout). However, the 1997 Clean Air Plan is based on population projections in ABAG Projections 1996...

Page 4-53

Parks and Recreation

Pittsburg's Public Services Department manages the maintenance of the City's park facilities, while the Leisure Services Department manages the acquisition, development, and operation of the parks. The Community Development Department is responsible for acquisition and development of park facilities. The Leisure Services Department also administers and operates youth and adult sports, aquatics, after-school programs, excursions and other recreational programming for the community. Ambrose Park and Recreation District manages Ambrose Park in Bay Point, while East Bay Regional Park District (EBRPD) manages Browns Island Regional Shoreline and Black Diamond Mines Regional Preserve.

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Table 4.5-1

Local Park System, City of Pittsburg, January 2000

Park Name	Acres	Picnic/Passive	Play Areas	Sports Facilities
Community Parks				
Buchanan	16.0	•	•	•
Central Harbor	1.5	•		
City Park	28.0	•	•	•
Del Monte Center	2.5			•
Marina Center	2.7	•		
Riverview	4.0	•	•	
Small World	8.0	•	•	
Stoneman	19.0	•		
Stoneman North	8.0	•	•	•
Community Parks Subtotal	261			
Neighborhood Parks				
California Seasons	2.5	•	•	•
Central ¹	8.0	Under construction		•
DeAnza	3.5	•	•	•
Highlands	4.5	•	•	•
Hillsdale	3.5	•	•	•
Marina	15.0	•	•	•
Marina Walk	1.7	•	•	
Oak Hills	5.0	•	•	•
Peppertree	2.5	Undeveloped		
Village at New York Landing	1.5	•		
Woodland Hills	2.4	•	•	•
Neighborhood Parks Subtotal	50			
Mini Parks				
Downtown/Railroad Ave.	0.25	•		
La Plazita ¹	0.25	Undeveloped		
Ninth and Montezuma	0.25	Undeveloped		
Village (2 x 0.25 acres)	0.5	•		
Heritage Park Plaza	0.1	•		
Mini Park Subtotal	1.3			
Total Local Parks Acreage	312			

¹ Leased to the City of Pittsburg.

Source: City of Pittsburg, Leisure Services Dept.

Page 4-57**Impact 4.5-a**

...

Approximately ~~48~~ 117 acres of new parkland are proposed within the General Plan to meet additional demands, which will result in a total of ~~360~~ 429 acres of accessible public parkland in 2020. Proposed park facilities are listed in Table 4.5-4. Implementation of all park improvements and linear park facilities (8th Street, Sante Fe, and Columbia) would bring the City's parkland total to 442 acres, and create a ratio of 4.3 5.3 acres of parkland per 1,000 residents, within City limits (based on a General Plan buildout population of ~~83,000~~ 83,600), compared to the 2000 ratio of 5.8 acres per 1,000 residents. ~~However, consideration of all designated open space within the Planning Area—including Browns Island, and Black Diamond Mines, and various linear trails—results in a total of 4,853 acres of parks and open space at buildout.~~

Page 4-58

Table 4.5-4
Proposed Parks, City of Pittsburgh

<i>Proposed Parks</i>	<i>Acres</i>
San Marco community park	17.0
San Marco school/park site	5.0
Americana neighborhood park	3.9 <u>1.0</u>
Alves Ranch neighborhood park	4.3
Highlands Ranch neighborhood park	5.0
West Tenth Street neighborhood park	4.8
Buchanan park expansion	3.8
Kirker Pass neighborhood park	4.3
Bailey Road neighborhood park	<u>5.0</u>
San Marco Meadows neighborhood park	<u>10.0</u>
Buchanan Bypass neighborhood park	<u>10.0</u>
Power corridor community park	<u>31.0</u>
Stoneman park expansion	<u>20.0</u>
Total Proposed Park Sites	48
	<u>117</u>

Source: City of Pittsburgh, General Plan Land Use Diagram

...

Mitigation Measures

The General Plan proposes several new parks, recreation facilities, and open space trails, particularly in areas of new residential development. Additionally, the Plan calls for a variety of new parks, plazas, and greenways as part of the revitalization efforts in Downtown. Park standards established within the General Plan include:

- 5 acres of neighborhood and community parkland per 1,000 residents;
- Within $\frac{1}{2}$ mile radius reasonable walking distance of all residential development; and
- Minimum 2 acre parks located in new residential developments (target of 5 acres).

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Impact 4.5-b

The construction of new housing units on existing vacant hills will alter the visual nature of the rolling, open hillsides. New development may also reduce the ~~availability of opportunity for~~ passive recreational ~~opportunities activities~~ within the southern hills. This loss of visual and recreational access to open space is considered a *potentially significant* impact.

Much of the southern hills are privately-owned ranches, and ~~only with~~ views of hillside open spaces are available to the public. ~~Physical access, even in the form of hiking or horseback riding trails, is currently limited. Recreational access to surrounding hillsides is provided by Black Diamond Mines Regional Preserve. However~~ Additionally, provision of multi-use trails within new Hillside Low Density Residential neighborhoods is proposed within the General Plan.

Page 4-67

The General Plan has identified ~~five-four~~ potential school sites within the Pittsburg Planning Area. Land has been reserved for either a double elementary/junior high school or potential high school within PUSD, at the intersection of Range and West Leland Roads. Another proposed schools site has been identified at the intersection of East Buchanan Road and proposed Highland Ranch Road. The site, approximately five acres in size, is too small to accommodate a modern school facility. However, acquisition of City-owned lands (five acres) adjacent to the proposed site would make it feasible for construction of an elementary school. ~~Until this acquisition occurs, the site will not be considered any further. A third PUSD site at Harbor Street, between Atlantic and Stoneman Avenues, has also been considered; but this site is also being abandoned because it is too small to accommodate a modern school facility. A proposed site for San Marco Elementary School has been generally identified within MDUSD, along proposed San Marco Boulevard within the southern hills. Finally, a school sites has been identified within the proposed Alves Ranch subdivision.~~

Page 4-72

Significance After Mitigation

~~Implementation of Policy 2-P-20 will reduce the impact to a less-than-significant level. Implementation of the above policies will reduce the impact to a less-than-significant level.~~

Page 4-75

(After Table 4.8-1)

Expansion of Water Service Area

For new areas outside of CCWD to be serviced by CCWD water supplies, annexation must be approved by the Local Agency Formation Commission (LAFCo). Additionally, inclusion of the new areas into the CVP contractual service area must be approved by the U.S. Bureau of Reclamation (USBR). CCWD annexation is normally included as part of a reorganization application by the City of Pittsburg to the LAFCo. USBR's review of the inclusion application includes meeting federal statutes and regulations, including the Endangered Species Act (ESA).

For CCWD to issue a Confirmation Letter (of water supply) to the City of Pittsburg for new annexation areas, CCWD needs: (1) inclusion approval from USBR, and (2) issuance of a *de minimis* determination that the cumulative increase in water demand does not exceed 5 percent of the projected buildout water demands as presented in the Los Vaqueros Project (LVP) EIR/S (1993), Table 1. The projected buildout water demands for the eight areas currently outside the LVP Planning Area is 930 af/y, or half of one percent (.005) of LVP critical year buildout demand. This demand, when combined with other known projects, currently falls within the acceptable five percent deviation; however, development timing with respect to other future projects will be a factor for issuance of *de minimis* determinations for future Pittsburg projects.¹

Page 4-76

Solid Waste Disposal

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Portrero Hills Landfill, a regional waste disposal facility, primarily serves the central portion of Solano County. In addition, it serves a number of surrounding counties through contracts with private haulers, including Contra Costa County and Pittsburg. A Class III Landfill, it began operating in 1986 and has a current projected life of 17 to 20 years. Potrero Hills Landfill Company owns adjacent acreage that ~~will~~may be added to the existing facility as expansion becomes necessary. In 1996, 53 percent (194,157 tons) of waste disposed at Potrero Hills Landfill originated from the Contra Costa Recycling Center and Transfer Station located in Pittsburg. Of this amount, approximately 62,010 tons were from Pittsburg.

¹ Written correspondence: Gregory Gartrell, Contra Costa Water District, March 12, 2001, "Comment on Draft EIR for the Pittsburg General Plan Revision".

Page 4-77**Impact 4.8-a**

...

Using the water projection methodology in the Pittsburg Water System Master Plan (2000), Pittsburg is expected to need approximately 14.5 million gallons per day (mgd), or 16,240 af/y, of water by 2020. The Master Plan assumes a ~~4.6~~ 1.75 percent annual growth rate for the City, with average use per person stabilizing at 180 gallons per capita per day (gpcd). However, the population projection for year 2020 is slightly higher to accommodate the General Plan buildout population of 83,600. Maximum daily demand during peak season is anticipated to reach 31.5 mgd, or 35,300 af/y, by 2020. As shown in Table 4.8-3, total demand is projected to reach ~~5,300~~ 5,500 million gallons per year (mgy) by General Plan buildout. Current treatment capacity at the Pittsburg treatment plant is 32.0 mgd, while City accounts comprise approximately 11.0 mgd (year 2000). Therefore, existing treatment capacities should be adequate to accommodate water demand at General Plan buildout.

Page 4-78**Table 4.8-3****Water Demand Projections, Pittsburg: 1990-2020**

Year	Population	Average Demand per Day (mgd)*	Maximum Demand per Day (mgd)	Average Demand per Month (mgm)	Total Demand per Year (mgy)
1990	46,500	8.7	n/a	260	2,700
1995	51,500	8.8	n/a	265	3,000
2000	57,000	10.3	21.5	308	3,700
2005	62,200	11.2	23.5	342	4,100
2010	67,800	12.2	25.6	375	4,500
2015	73,900	13.3	27.9	408	4,900
	80,600				
2020	<u>83,600</u>	<u>14.5</u> <u>15.0</u>	<u>30.5</u> <u>31.5</u>	<u>442</u> <u>456</u>	<u>5,300</u> <u>5,500</u>

* Based on assumed 180 gallons per capita per day (gpcd).

Source: Pittsburg Water System Master Plan, 2000; Dyatt & Bhatia, 2001.

The annual contract between the City and CCWD regulations does not set an upper limit on allocation, but restrictions have been imposed during drought conditions in the past. Although Pittsburg's water treatment facilities have adequate capacity to service the buildout population, water supply sources may be limited if California's population continues to grow and drought conditions prevail. Construction of the new DDSD Reclamation Plant will provide Pittsburg residents with recycled water sources for landscape irrigation, which significantly increases peak month demand. In the unlikely event that CCWD cannot meet Pittsburg's raw water demand, several other alternatives have been considered: a) conjunctive use of surface and groundwater; b) expanded water reclamation; and c) water transfers.

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Impact 4.8-b

Implementation of the proposed General Plan would generate approximately 7.7 million gallons per day (mgd) in total wastewater flows, as shown in Table 4.8-3 4.8-4. Current deficiencies exist within the wastewater collection system; therefore substantial expansion of the system must occur in conjunction with future development. Additional expansion of the DDSD treatment plant will also be necessary, as planned by DDSD, to accommodate projected wastewater flows at buildout.

Table 4.8-3 4.8-4
Wastewater Flow Projections, City of Pittsburg

Land Use	Unit	# of Units at Buildout	Unit Flow Factor (gpd/unit)	Total GPD at Buildout
Single Family	dwelling units	17,056	220	3,752,305
Multi-Family	dwelling units	11,958	170	2,032,831
Commercial	acre	839	1,000	839,000
Industrial	acre	1,429	600	857,400
Schools	student	15,860	15	237,900
Total				7,719,437

Source: Pittsburg Collection System Master Plan, September 1990 and Dyett and Bhatia, 2000.

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Table 4.9-1
Special Status Species Known to Occur or Potentially Occurring within Pittsburg Planning Area

Common Name	Scientific Name	Status ^(a) (Fed/CA/ CNPS)	General Habitat ^(b) (Habitat Type Abbreviation)
Invertebrates			
Antioch dunes anthicid beetle	<i>Anthicus antiochensis</i>	FSS/--	Presumed extinct – known only from the Antioch Dunes (D)
San Joaquin dune beetle	<i>Coelus gracilis</i>	FSS/--	Fossil dunes along the western edge of San Joaquin County; extirpated from Antioch Dunes; requires sandy substrates. (D)
Molestan blister beetle	<i>Lytta molesta</i>	FSS/--	Central Valley from Contra Costa to Kern and Tulare Counties; collected at Brentwood. (CG/CH)
Antioch cophuran robberfly	<i>Cophura hurdi</i>	FSS/--	Only specimen known collected at Antioch. (CG/CH)
Antioch efferian robberfly	<i>Efferia antiochi</i>	FSS/--	Not available. (UK)
Yellow banded andrenid bee	<i>Perdita hirticeps luteocincta</i>	FSS/--	Visits flowers of <i>Gutierrezia californica</i> . (CG)
Antioch andrenid bee	<i>Perdita scituta antiochensis</i>	FSS/--	Visits flowers of <i>Eriogonum</i> , <i>Gutierrezia californica</i> , <i>Heterotheca grandiflora</i> , and <i>Lessingia glandulifera</i> . (CG)
Antioch multilid wasp	<i>Myrmosula pacifica</i>	FSS/--	Not available. (UK)

Table 4.9-1

Special Status Species Known to Occur or Potentially Occurring within Pittsburg Planning Area

Common Name	Scientific Name	Status ^(a) (Fed/CA/ CNPS)	General Habitat ^(b) (Habitat Type Abbreviation)
Antioch specid wasp	<i>Philanthus nasilis</i>	FSS/--	Known only from the Antioch Dunes. (D)
Langes metalmark butterfly	<i>Apodemia mormo langei</i>	FE/--	Stabilized dunes along the San Joaquin River. Endemic to the Antioch Dunes; primary host plant is <i>Eriogonum nudum</i> var. <i>auriculatum</i> . (D)
Middlekaufs shieldback katydid	<i>Idiostatus middlekaufi</i>	FSS/--	Not available. (UK)
Reptiles			
Western pond turtle	<i>Clemmys marmorata</i>	FSS/CSC	An aquatic turtle of streams, ponds and marshes; requires basking sites. Potential habitat occurs in large drainages and preserves in the Planning Area. (OW/FW)
Alameda whipsnake	<i>Masticophis lateralis euryxanthus</i>	FT/CT	Valley foothill hardwood habitat; south-facing slopes with a mosaic of shrubs, oaks and grasses. (RW/CG)
Giant garter snake	<i>Thamnophis gigas</i>	FT/CT	Freshwater and low-gradient streams; highly aquatic. The planning area occurs on the fringe of this species' range. (RW/FW)
Amphibians			
California tiger salamander	<i>Ambystoma californiense</i>	FC/CSC	Annual grasslands with underground refugia & seasonal water for breeding. Suitable habitat includes the grassland hills in the southern portion of the planning area. (FW/CG)
California red-legged frog	<i>Rana aurora draytonii</i>	FT/CSC	The Planning Area's wetlands provide only limited breeding habitat for this species. No occurrences of red-legged frog have been reported from the Planning Area in Stoneman Park and along Kirker Pass Road. (FW/RW/CG)
Mammals			
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	FE/CT	Reported as occasional Resident of California grasslands, particularly along creeks. Reported at Black Diamond Mines Regional Preserve and surrounding foothills, including areas near Kirker Pass Road. (CG)
Salt marsh harvest mouse	<i>Reithrodontomys raviventris</i>	FE/CE	Salt marshes along the Planning Area's northern fringe provide suitable habitat. (SM/BM)
San Joaquin pocket mouse	<i>Perognathus inornatus inornatus</i>	--/CSC	Grasslands and blue oak savannas; friable soils. Suitable habitat includes the grassland hills in the southern portion of the planning area. (CG)
Berkeley kangaroo rat	<i>Dipodomys heermanni</i>	--/SA	Open grassy hilltops and clearings in chaparral; require fine, deep, well-drained soils. Suitable habitat includes the grassland hills in the southern portion of the planning area. (CG)
Birds			
Great blue heron	<i>Ardea herodias</i>	--/SA	Local salt marshes provide foraging habitat for herons. (RW/FW/BW)

Table 4.9-1

Special Status Species Known to Occur or Potentially Occurring within Pittsburg Planning Area

Common Name	Scientific Name	Status ^(a) (Fed/CA/ CNPS)	General Habitat ^(b) (Habitat Type Abbreviation)
Short-eared owl	<i>Asio flammeus</i>	--/SA	Local salt marshes provide foraging habitat for this owl. (SM/BW)
Northern harrier	<i>Circus cyaneus</i>	--/CSC	Suitable nesting habitat could include grassy meadows and margins within the planning area. (RW/CG)
Salt marsh common yellowthroat	<i>Geothlypis trichas sinuosa</i>	FSS/CSC	Local marshes provide suitable foraging habitat for this yellowthroat. (FW/BW/SM)
California black rail	<i>Laterallus jamaicensis coturniculus</i>	FSS/CT	Salt marshes on <u>Stake Point</u> and the eastern fringe of the Planning Area provide habitat for rails. (SM/MF/BW)
California clapper rail	<i>Rallus longirostris obsoletus</i>	FE/CE	Cordgrass salt marshes on the eastern fringe of the Planning Area provide habitat for rails. (SM/MF/BW)
California least tern	<i>Sterna antillarum browni</i>	FE/CE	Colonial breeder on bare or sparsely vegetated, flat substrates. Nests near the <u>Pittsburg PG&E Mirant power plant and Concord Naval Weapons Station</u> . (SM/MF/BW/OW)
California brown pelican	<i>Pelecanus occidentalis californicus</i>	FE/CE	California brown pelican is a seasonal visitor to the region. (OW)
Tricolored blackbird	<i>Agelaius tricolor</i>	FSS/CSC	Nests colonially near fresh or brackish water marshy areas with dense tules, cattails or thickets. Brackish marshes along the Delta provide suitable habitat for this species. (FW/BW/RW)
White-tailed kite	<i>Elanus leucurus</i>	--/SA	Grassland foothills with scattered oaks for nesting and perching, and open grasslands, meadows or marshlands for foraging. Suitable habitat includes the grassland hills in the southern portion of the planning area. (CG/RW)
Suisun song sparrow	<i>Melospiza melodia mazillaris</i>	FSS/CSC	Resident of brackish water marshes on Suisun Bay. Frequents cattails, tules, and pickleweed vegetation, and also vegetative tangles in sloughs. Brackish marshes along the Delta provide suitable habitat for this species. (BW/FW/SM)
Burrowing owl	<i>Athene cunicularia</i>	--/CSC (burrow sites)	<u>Annual grasslands with mammal burrows, especially those of California ground squirrel.</u> (CG)

Plants

Large-flowered fiddle-neck	<i>Amsinckia grandiflora</i>	FE/CE/IB	Valley and foothill grasslands, open oak woodland, on light soils. Known from only three natural occurrences. (CG)
Mt. Diablo manzanita	<i>Arctostaphylos auriculata</i>	--/--/IB	Canyons and slopes, on sandstone, in chaparral. (CH)
Alkali milk-vetch	<i>Astragalus tener</i> var. <i>tener</i>	--/--/IB	Alkali playa, valley and foothill grassland, vernal pools. Low ground or alkali flats and flooded lands; in annual grassland, playas or vernal pools. (CG/FW)

Table 4.9-1

Special Status Species Known to Occur or Potentially Occurring within Pittsburg Planning Area

Common Name	Scientific Name	Status ^(a) (Fed/CA/ CNPS)	General Habitat ^(b) (Habitat Type Abbreviation)
Suisun Marsh aster	<i>Aster lentus</i>	FSS/--/IB	Marshes and swamps, both freshwater and brackishwater, in the San Joaquin and Sacramento River Delta. (FW/BW)
Heartscale	<i>Atriplex cordulata</i>	FSS/--/IB	Saline or alkaline places in valley and foothill grassland or alkali scrub. (SP)
San Joaquin spearscale	<i>Atriplex joaquiniana</i>	FSS/--/IB	In seasonal alkaline meadows or alkali sink scrub. (SP)
Big tarplant	<i>Blepharizonia plumosa</i> <i>ssp. plumosa</i>	--/--/IB	Dry hills and plains in valley and foothill grassland. (CG)
Soft bird's-beak	<i>Cordylanthus mollis</i> <i>ssp. mollis</i>	FE/CR/IB	Coastal salt marsh; within the tidal zone. (SM/BM)
Dwarf downingia	<i>Downingia pusilla</i>	--/--/2	Vernal pools in valley and foothill grasslands. (FW)
Mt. Diablo buckwheat	<i>Eriogonum truncatum</i>	--/--/1A	Dry, exposed clay or rock surfaces; 1000-2000 ft.; chaparral, coastal scrub, valley and foothill grasslands. (CG)
Contra Costa wallflower	<i>Erysimum capitatum</i> <i>ssp. angustatum</i>	FE/CE/IB	Stabilized dunes near Antioch along the San Joaquin River. (D)
Diamond-petaled poppy	<i>Eschscholzia rhombipetala</i>	FSS/--/1A	Valley and foothill grassland; Inner Coast Ranges. (CG)
Stink bells	<i>Fritillaria agrestis</i>	--/--/4	Valley and foothill grasslands, oak woodlands; on clay flats; sometimes on serpentine. (CG)
Fragrant fritillary	<i>Fritillaria liliacea</i>	FSS/--/IB	Coastal scrub, valley and foothill grassland, coastal prairie; on heavy clay soils, often on ultramafic soils. (CG)
Diablo rock-rose	<i>Helianthella castanea</i>	FSS/--/IB	Openings in chaparral and broadleaved upland forest. (SP)
Brewer's dwarf-flax	<i>Hesperolinon breweri</i>	FSS/--/IB	Grassland, open oak woodland, and openings in chaparral, often on serpentinite. (SP)
California hibiscus	<i>Hibiscus lasiocarpus</i>	--/--/2	Moist, freshwater-soaked river banks and low peat islands in sloughs. (FW/RW)
Contra Costa goldfields	<i>Lasthenia conjugens</i>	FC/--/IB	Vernal pools and moist, somewhat alkaline places in valley and foothill grassland; known from only five extant sites. (SP)
Delta tule-pea	<i>Lathyrus jepsonii</i> var. <i>jepsonii</i>	FSS/--/IB	Freshwater and brackishwater marshes. (BW/SM)
Mason's lilaeopsis	<i>Lilaeopsis masonii</i>	FSS/CR/IB	Riparian scrub and freshwater or brackishwater marshes; in tidal zones in muddy or silty soil formed through river deposition or river bank erosion. (FW/BW/RW)
Delta mudwort	<i>Limosella subulata</i>	--/--/2	Mud banks of the Delta in marshy or scrubby riparian vegetation. (BW/FW)
Showy madia	<i>Madia radiata</i>	--/--/IB	Grassy slopes in valley and foothill woodland and cis-montane woodland. (CG)
Colusa grass	<i>Neostapfia colusana</i>	FPT/CE/IB	Relatively deep vernal pools. (FW)

Table 4.9-1

Special Status Species Known to Occur or Potentially Occurring within Pittsburg Planning Area

Common Name	Scientific Name	Status ^(a) (Fed/CA/ CNPS)	General Habitat ^(b) (Habitat Type Abbreviation)
Antioch Dunes evening-primrose	<i>Oenothera deltoides</i> ssp. <i>howellii</i>	FE/CE/IB	Known only from remnant river bluffs and partially stabilized sand dunes near Antioch and on Brown's Island. (D)
Mt. Diablo phacelia	<i>Phacelia phacelioides</i>	FSS/--/IB	Chaparral cismontane woodland, on rock outcrops and talus slopes, 2,000-3,800 ft. (SP)
Rock sanicle	<i>Sanicula saxatilis</i>	FSS/SR/IB	Broadleaved upland forest, chaparral; bedrock outcrops and talus slopes 2,000-4,100 ft. (SP)
Rayless ragwort	<i>Senecio aphanactis</i>	--/--/IB	Cismontane woodland and coastal scrub; 90-2,400 ft. (SP)
Most beautiful jewel-flower	<i>Streptanthus albidus</i> ssp. <i>peramoenus</i>	FSS/--/IB	Chaparral, valley and foothill grassland; serpentine outcrops on ridges and slopes; 450-3,200 ft. (SP)
Caper-fruited tropidocarpum	<i>Tropidocarpum cap-parideum</i>	--/--/IA	Alkaline hills in valley and foothill grassland; last seen in 1889. (SP)

(a) Status Codes:FEDERAL (U.S. Fish and Wildlife Service)

FE = Listed as Endangered (in danger of extinction) by the Federal Government.

FT = Listed as Threatened (likely to become endangered within the foreseeable future) by the Federal Government.

FPE/FPT = Proposed for Listing as Endangered or Threatened.

FC = Candidate information now available indicates that listing may be appropriate.

FSS = Former category 2 candidates for listing as threatened or endangered. Now unofficially considered federal sensitive species.

FP = Fully Protected by the Marine Mammal Protection Act.

BEPA = Bald Eagle Protection Act (1940) (50 CFR 22).

STATE (California Department of Fish and Game)

CE = Listed as Endangered by the State of California.

CT = Listed as Threatened by the State of California.

CR = Listed as Rare by the State of California (plants only).

CSC = California Species of Special Concern; used to track animal species with declining breeding populations in California.

SA = Considered a Special Animal by the California Department of Fish and Game.

3503.5=Protection for nesting species of Falconiformes (hawks) and Strigiformes (owls) under California Fish and Game Code.

California Native Plant Society

List 1A=Plants presumed extinct in California.

List 1B=Plants rare, threatened, or endangered in California and elsewhere.

List 2= Plants rare, threatened, or endangered in California but more common elsewhere.

List 3= Plants about which more information is needed.

List 4= Plants of limited distribution ("watch list").

(b) Habitat Type Abbreviations:

SM = Salt marsh

MF = Mud flat

OW = Open water

FW = Freshwater wetland

BW = Brackish water wetland

RW = Riparian woodland

CG = California annual grassland

D = Dunes

CH = Chaparral/coastal scrub habitat

UK = Unknown

SP = Specific habitat information provided in text

Source: California Department of Fish and Game, 1997; California Native Plant Society, 1995.

Page 4-99

Hazardous Waste Management

...One industrial facility, USS-Posco, accounted for more than 85 percent of total waste generated. Other large generators included Dow Chemical and the ~~Southern Energy~~ Mirant (formerly PG&E) power plant. Potential hazards include the toxicity, flammability, and explosivity of petroleum and chemical materials.

Page 4-100

Transport of Hazardous Materials

...

- Loveridge Road
- Pittsburg-Antioch Highway
- ~~West-Tenth Street~~/Willow Pass
- North Parkside Drive

Page 4-112

Impact 4.12-c

...

- *Downtown/East Central.* The Pittsburg Fault runs in a southeastern direction from Suisun Bay—west of the ~~Southern Energy~~ Mirant (formerly PG&E) power plant—through the West Tenth Street residential neighborhoods to the Service Commercial uses at the intersection of Harbor Street and Pittsburg/Antioch Highway.

Page 4-113

ENVIRONMENTAL SETTING SUMMARY

...

Pittsburg's existing drainage system is comprised primarily of channelized creeks fed by surface run-off and underground storm drains. The City maintains the system within incorporated areas. Outside City limits, the responsibility lies with either Contra Costa County or the County Flood Control District. A creek is defined as an "Intermittant or year-round waterway moving ground and surface water through a watershed, as defined by U.S. Geographic Service (USGS) topographic maps."

Page 4-117

According to the General Plan, existing and proposed development located within the 100- and 500-year floodplains includes:

- *Downtown.* Proposed Marine Commercial center at the terminus of Harbor Street within the 100-year floodplain.
- *West Central.* Business Commercial and Industrial parcels—including the Southern Energy Mirant (formerly PG&E) power plant—located within the 100-year floodplain...

Page 4-128

Energy

Electricity services are provided to the City by Pacific Gas and Electric Company (PG&E). Although the ~~Southern Energy~~ Mirant corporation generates energy at the Pittsburg Power Plant, PG&E distributes it to users within the region through overhead transmission lines.

California's electric industry restructuring law, Assembly Bill 1890 (AB 1890), endorses competitive energy generation, separate from a utility's power transmission and distribution operations. The California Public Utilities Commission has issued a directive asking that the state's utilities voluntarily divest at least 50 percent of fossil-fueled power plants within their service territories. Therefore, in mid-1998, PG&E sold its Pittsburg Power Plant to ~~Southern Energy~~ Mirant. However, PG&E still retains the transmission lines bisecting the City between Railroad Avenue and Stoneman Park.

Chapter 5: Impact Overview

Page 5-2

OPEN SPACE

Development of vacant sites throughout the City and within the southern hills would result in the conversion of ~~open undeveloped~~ land to urban uses. The development of infill sites would not constitute the loss of open space, because most sites are already surrounded by existing urban infrastructure and development. Development within the southern hills will entail disruption of rangeland for cattle grazing, a small portion of agricultural land with local importance, and smaller, intermittent riparian habitat and wetlands.

AIR QUALITY

The proposed project would result in significant irreversible impacts on air quality. Long-term use of automobiles throughout the region can lead to the accumulation of carbon monoxide (CO) in the atmosphere, a ~~major~~ contributing factor to global warming. Increases in vehicle trips and traffic congestion resulting from the Proposed General Plan would potentially contribute to long-term degradation of air quality and atmospheric conditions in the Bay Area, California, and the western United States.

Page 5-4

5.3 GROWTH-INDUCING IMPACTS

The Draft EIR must examine the potential growth-inducing impacts of the proposed General Plan. More specifically, CEQA Guidelines require that the Draft EIR “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly (CEQA Guidelines, ~~15126(f)~~ 15126.2(d)).” This analysis must also consider the removal of obstacles to population growth, such as improvements in regional transportation systems.

...

INCREASE IN REGIONAL HOUSING DEMAND

...

Development would occur in a variety of settings; a majority of growth would be infill in nature, with limited hillside growth. The estimated increase in population and employment could be much lower than estimated, depending on which projects are built and what existing uses are replaced. While an exact time period for accomplishment of buildout is neither specified nor anticipated by the proposed General Plan, if this state were reached in 20 years, the average annual population growth rate would be ~~1.5~~ 2.0 percent. If growth were to occur at a slower pace, buildout would take longer than 20 years.

Job Growth

Rapid economic growth during the current business cycle is resulting in an increase of employment in the services sector, indicating a changing local economy and increase in commuter population. The General Plan accommodates these pressures for regional employment growth through approximately ~~6-5.8~~ million square feet of new non-residential space. Based on the buildout of new non-residential development, employment would increase ~~by over 20,000 new~~ to 39,900 jobs within the Planning Area at buildout. This estimate of the increase in building space is substantially lower than buildout estimates under the current General Plan (No Project alternative); estimates at the time in 1988 indicated an increase of 13.8 million square feet of new non-residential space.

Page 5-5

Regional Housing Demand

...

In order to provide housing opportunities for new workers and fulfill fair-share housing requirements, the General Plan identifies additional residential sites within the Planning Area. A variety of sites are identified: existing residential sites are targeted for intensification; vacant lands ~~within the southern Planning Area~~ are designated; and existing non-residential sites are identified for conversion to residential uses; and specific hillside development opportunities are located. ~~The potential for new housing development in the hillsides outside City boundaries are limited as a result of topographical and geological constraints.~~

JOBS/HOUSING EMPLOYED RESIDENTS BALANCE

While an imbalance with respect to jobs and ~~housing employed residents~~ continues in Pittsburg, a faster rate of job growth over that of population will provide excellent economic opportunities. Employment projections derived from the General Plan land use distribution resulted in more than ~~20,000~~ 20,800 new jobs created within the Planning Area, ~~an increase of more than 90 percent. A total of 31,800~~ Approximately 31,800 commercial jobs and ~~11,000~~ 8,100 industrial jobs will be available within the City of Pittsburg Planning Area(excluding Bay Point) if all available commercial, office and industrial acreage is developed.

The primary focus will be to improve the City's ability to balance the ~~jobs/housing employed residents~~ ratio and provide a variety of opportunities for employees and employers to locate in the City. Employment growth under the General Plan will have a beneficial effect upon the overall jobs/employed residents' balance in Contra Costa County as a whole.

Page 5-6

POPULATION PROJECTIONS

As illustrated in Table 5.4-1, Pittsburg will be experiencing an annual population growth slightly greater than that of the County. Within the next twenty years, the Pittsburg Planning Area will undergo an annual population increase of nearly two percent to 97,000 99,300. Meanwhile, Contra Costa County will grow just over one percent per year to 1,169,000. Brentwood will experience the highest population growth, with an annual increase of over five percent, to a total population double its existing estimate.

Page 5-7

Table 5.4-1
Population in Pittsburg, Surrounding Cities, and Counties

	2000 Population	2020 Population	Annual Increase
Pittsburg Planning Area	71,400	97,00099,300	+82.0%
Antioch <u>SOI</u>	84,600	115,900	2.0%
Brentwood <u>SOI</u>	24,700	52,100	5.5%
Clayton <u>SOI</u>	12,300	15,500	1.3%
Concord	116,800	128,000	0.5%
Contra Costa County	941,900	1,169,000	1.2%
Solano County	401,300	547,400	1.8%
Alameda County	1,462,700	1,671,700	0.7%

Source: Dyett & Bhatia, 2000; ABAG Projections, 2000.

Page 4-40

Table 4-4: Project Impacts on the Environment

The project impacts on the environment are summarized in the following table. The table is organized by impact category and project phase. The impact categories are: Air Quality, Noise, Water Quality, and Land Use. The project phases are: Construction, Operation, and Decommissioning. The impacts are described in terms of their magnitude, frequency, and duration. The impacts are also described in terms of their significance and the measures to avoid, minimize, or compensate for the impacts.

Page 4-40

Table 4-4: Project Impacts on the Environment

Impact Category	Project Phase	Impact Description	Magnitude	Frequency	Duration	Significance	Measures
Air Quality	Construction	Dust	Low	High	Short-term	Low	Water spraying, windbreaks
	Operation	Vehicle Emissions	Low	Medium	Long-term	Low	Low-traffic design
	Decommissioning	Dust	Low	High	Short-term	Low	Water spraying, windbreaks
	Decommissioning	Vehicle Emissions	Low	High	Short-term	Low	Low-traffic design
Noise	Construction	Construction Noise	Medium	High	Short-term	Medium	Sound barriers, quiet hours
	Operation	Vehicle Noise	Low	Medium	Long-term	Low	Low-traffic design
	Decommissioning	Construction Noise	Medium	High	Short-term	Medium	Sound barriers, quiet hours
	Decommissioning	Vehicle Noise	Low	High	Short-term	Low	Low-traffic design
Water Quality	Construction	Runoff	Low	High	Short-term	Low	Erosion control, sediment traps
	Operation	Runoff	Low	Medium	Long-term	Low	Low-traffic design
	Decommissioning	Runoff	Low	High	Short-term	Low	Erosion control, sediment traps
	Decommissioning	Runoff	Low	High	Short-term	Low	Erosion control, sediment traps
Land Use	Construction	Land Disturbance	Low	High	Short-term	Low	Revegetation, erosion control
	Operation	Land Disturbance	Low	Medium	Long-term	Low	Low-traffic design
	Decommissioning	Land Disturbance	Low	High	Short-term	Low	Revegetation, erosion control
	Decommissioning	Land Disturbance	Low	High	Short-term	Low	Revegetation, erosion control

Chapter 6: Alternatives

Page 6-1

CEQA mandates consideration and analysis of alternatives to the proposed project. The range of alternatives “shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant impacts” (CEQA Guidelines §15126(d)(2), Section 15126.6(a)). The alternatives may result in new impacts that do not result from the proposed project. The analysis must explain why the alternatives and related mitigation measures would not be preferable to the proposed project.

Page 6-5

6.2 ALTERNATIVE 2: COUNTY URBAN LIMIT LINE (1996)

All land within the *County Urban Limit Line* (1996) alternative, as defined in the 1996 Contra Costa County General Plan, entails urban development extending to the County Urban Limit Line and includes relevant hillsides (Figure 6.2-1). Amendments made in mid-2000 to the County Urban Limit Line are not reflected in this alternative. All land outside the line is retained as open space. However, sites on extremely steep (greater than 30 percent) slopes are retained as Open Space, and a buffer is delineated around the Keller Canyon Landfill.

The Urban Limit Line (ULL) is straight and arbitrary, and does not reflect underlying topographic features and environmental considerations. In addition, this alternative does not consider hillside topography, ridgeline preservation, or underlying soil and geologic conditions. It offers good potential to accommodate future residential growth. If environmental factors were to be disregarded, a substantial amount of development could be accommodated within the ULL. Key features include:

- Three major growth areas are proposed: Southwest hills, along Bailey Road and Willow Pass Road extension south of State Route 4; between the Black Diamond Mines Regional Preserve and Buchanan Road; and along Willow Pass Road, west of the power transmission lines.
- ~~Compared to the other alternatives, more land—3,940 acres; including infill and new growth areas—is proposed for urban uses.~~
- Low-Density Residential uses are located primarily outside current City limits, in hillside locations. Hillside growth will be in locations visible from State Route 4, and on steep terrain.
- Medium/High Density Residential uses are concentrated in two areas: State Route 4/Willow Pass interchange (160 acres out of a total of 350 acres) and around the proposed BART station at Railroad Avenue.
- ~~This alternative provides—is second to the No Project alternative in providing the most Low Density Residential land, and accommodates the largest population.~~ The overall density of new residential development is 4.4 units per gross acre.
- New commercial development is located primarily along State Route 4.

Page 6-16

Table 6.5-1

Buildout of Alternatives in Acres, Pittsburg

	Low Density Residential	Med/High Density Residential	Residential Sub-Total	Retail Commercial	Business/ Commercial	Industrial	Commercial & Industrial Sub-Total	Parks & Recreation	Open Space	Parks & Open Space Sub-Total	Total	
Existing (2000)	2,076	374	2,450	420	0	420	1,515	1,935	314	5,226	5,540	9,925
New Development												
	2,403	446	2,849		404	23	580					9,682
Proposed General Plan	1,048	430	1,478	+53	527	-103	424	2,366	3,886	6,252		8,154
No Project	2,984	926	3,910	+30	0	130	1,785	1,915	16	0	16	5,841
County Urban Limit Line	2,820	350	3,170	+50	440	180	770	-250	6,560	6,310		10,250
Moderate Hillside Growth	2,160	270	2,430	+50	800	-80	870	680	6,970	7,650		10,950
Infill/Max. Hillside Preservation	910	470	1,380	+0	590	-300	300	150	8,530	8,680		10,360
Buildout												
	4,479	820	5,299		404	1,538	2,515					19,606
Proposed General Plan	3,124	804	3,928	573	947	1,412	2,359	2,680	9,112			18,079
No Project	5,060	1,300	6,360	550	0	550	3,300	3,850	330	5,226	5,556	15,766
County Urban Limit Line	4,896	724	5,620	570	440	1,010	1,695	2,705	64	11,786	11,850	20,175
Moderate Hillside Growth	4,236	644	4,880	570	800	1,370	1,435	2,805	994	12,196	13,190	20,875
Infill/Max. Hillside Preservation	2,986	844	3,830	430	590	1,020	1,215	2,235	464	13,756	14,220	20,285

Source: Dyett & Bhatia, 2000; Pittsburg General Plan GIS database.

Page 6-17

Housing & Population

Table 6.5-2 shows housing units and population that would result under each alternative:

- *Proposed General Plan.* Accommodates ~~11,000~~ 19,500 additional housing units and ~~34,000~~ 49,500 residents, resulting in a total of ~~over 28,000~~ 35,800 housing units and ~~83,000~~ 99,300 population within the Planning Area.
- *No Project Alternative.* The 1988 City of Pittsburg General Plan provides the largest amount of residential land available for urban development – resulting in a buildout supply of over 37,000 housing units, and 112,000 population.
- *County Urban Limit Line (1996).* Allows a total of ~~36,000~~ 38,100 housing units and ~~110,000~~ 85,500 population.
- *Moderate Hillside Growth.* A ~~slightly higher~~ lower growth rate than the Proposed Plan – ~~31,000~~ 24,500 housing units and ~~97,000~~ 74,500 population.
- *Infill/Maximum Hillside Preservation.* Provides residential acreage for buildout of approximately ~~28,000~~ 26,600 housing units. Residential densities in the *Infill/Maximum Hillside Preservation* would be nearly twice as high as in the other Alternatives. Buildout population estimates would reach ~~85,000~~ 80,000.

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Table 6.5-2

Buildout of Alternatives: Housing & Population, Pittsburg SOI

	Housing Units ¹			Population		
	Low Density Residential ²	Med/High Density Residential ³	Total Housing Units	Low Density Residential ²	Med/High Density Residential ³	Total Population
Existing (2000)	10,276	6,059	16,335	32,884	16,965	49,848
New Development						
	8,170	8,064	16,234	26,145	22,579	48,724
Proposed General Plan	<u>11,223</u>	<u>8,274</u>	<u>19,497</u>	<u>26,719</u>	<u>22,771</u>	<u>49,490</u>
No Project	11,229	9,411	20,640	35,932	26,351	62,284
County Urban Limit Line	6,400	5,400	11,800	20,480	15,120	35,600
Moderate Hillside Growth	4,100	4,100	8,200	13,120	11,480	24,600
Infill/Max. Hillside Preservation	3,200	7,191	10,391	10,240	20,135	30,375
Buildout						
	18,446	14,123	32,569	59,028	39,544	98,572
Proposed General Plan	<u>21,499</u>	<u>14,333</u>	<u>35,832</u>	<u>59,603</u>	<u>39,736</u>	<u>99,339</u>
No Project	21,505	15,470	36,975	68,816	43,316	112,132
	24,970	11,077	36,047	79,903	31,016	110,919
County Urban Limit Line	<u>16,676</u>	<u>11,459</u>	<u>28,135</u>	<u>53,364</u>	<u>32,085</u>	<u>85,449</u>
	21,604	9,853	31,457	69,132	27,589	96,720
Moderate Hillside Growth	<u>14,376</u>	<u>10,159</u>	<u>24,535</u>	<u>46,004</u>	<u>28,445</u>	<u>74,449</u>
	15,229	12,913	28,142	48,732	36,157	84,888
Infill/Max. Hillside Preservation	<u>13,476</u>	<u>13,159</u>	<u>26,635</u>	<u>43,124</u>	<u>36,845</u>	<u>79,969</u>

¹ Residential housing unit projections reduced by 15% to account for vacancies and site inefficiencies.

² Low Density Residential assumes 4 housing units per acre and 3.2 persons per household.

³ Medium/High Density Residential assumes 18 housing units per acre and 2.8 persons per household.

Source: Dyett & Bhatia, 2000.

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Building Area & Employment

Table 6.5-3 shows proposed building area and employment growth under each of the land use alternatives:

- *Proposed General Plan.* Generates ~~over 20,000~~ 21,200 new jobs, ~~on 21 million square feet of non-residential land,~~ for a buildout employment base of ~~45,000~~ 45,100 jobs and 19.7 million square feet of non-residential land.
- *No Project Alternative.* Full buildout under the existing General Plan would result in approximately ~~46,500~~ 42,700 jobs, heavily weighted within the industrial sectors.
- *County Urban Limit Line (1996).* Full buildout would result in nearly ~~28~~ 22.9 million square feet of non-residential land, and a total of just over ~~50,000~~ 46,400 jobs.
- *Moderate Hillside Growth.* Would provide development capacities enabling high job growth – ~~60,600~~ 56,900 jobs on ~~27~~ 26.1 million square feet of non-residential space.
- *Infill/Maximum Hillside Preservation.* Employment growth very similar to the Proposed General Plan – a total of ~~46,000~~ 42,600 jobs on ~~21~~ 20.1 million square feet of non-residential land.

Table 6.5-3

Buildout of Alternatives: Building Area & Employment, Pittsburg SOI

	Building Area (square feet) ¹				Employment			
	Retail Commercial ²	Business/Commercial ³	Industrial ⁴	Total Building Area	Retail Commercial ²	Business/Commercial ³	Industrial ⁴	Total Employment
Existing (2000)	3,366,317	0	10,558,944	13,925,261	12,241	0	11,732	23,973
New Development ⁵								
Proposed General Plan	1,601,490	5,638,157	157,622	7,397,269	5,824	14,095	175	20,094
No Project	1,359,072	0	12,440,736	13,799,808	4,942	0	13,823	18,765
County Urban Limit Line	1,568,160	6,133,248	1,254,528	8,955,936	5,702	15,333	1,394	22,429
Moderate Hillside Growth	1,568,160	11,151,360	-557,568	12,161,952	5,702	27,878	-620	32,961
Infill/Max. Hillside Preservation	104,544	8,224,128	-2,090,880	6,237,792	380	20,560	-2,323	18,617
Buildout ⁵								
Proposed General Plan	4,967,807	5,638,157	10,716,566	21,322,530	18,065	14,095	11,907	44,067
No Project	4,725,389	0	22,999,680	27,725,069	17,183	0	25,555	42,738
County Urban Limit Line	4,934,477	6,133,248	11,813,472	22,881,197	17,944	15,333	13,126	46,403
Moderate Hillside Growth	4,934,477	11,151,360	10,001,376	26,087,213	17,944	27,878	11,113	56,935
Infill/Max. Hillside Preservation	3,470,861	8,224,128	8,468,064	20,163,053	12,621	20,560	9,409	42,591

1 Commercial and Industrial building area projections reduced by 20% to account for vacancies and site inefficiencies.

2 Retail Commercial assumes 0.3 Floor Area Ratio and 275 square feet per employee.

3 Business/Commercial assumes 0.3 - 0.4 Floor Area Ratio and 275 - 400 square feet per employee.

4 Industrial assumes 0.2 Floor Area Ratio and 900 square feet per employee.

5 Bay Point land assumes 30% for business, 45% retail, 25% industrial. These are based upon the Contra Costa Luis Projections, 1998.

Source: Dyett & Bhatia, 2000.

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Parks and Open Space

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- *No Project Alternative.* The Planning Area contains 314 acres of parks, with ~~for~~ an average of ~~6.2~~ 4.5 acres per 1,000 residents. ~~Existing~~ Open space accounts for an additional 5,226 acres. The Planning Area encompasses two larger parks: Stoneman Park and Black Diamond Mines Regional Preserve.

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- *Proposed General Plan.* The Proposed General Plan results in a moderate increase in population in comparison to the other alternatives. With the addition of ~~11,242~~ 19,500 new housing units, school enrollment will increase substantially necessitating the need for new educational facilities in the southwest hills and south of Buchanan Road.

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WATER, WASTEWATER, AND SOLID WASTE

...

- *Moderate Hillside Growth.* The Moderate Hillside Growth alternative will result in moderate lowest population increases, and comparatively moderate water and wastewater infrastructure expansion.

5 Graphic Revisions to the Draft EIR

This chapter includes graphic revisions to the Draft EIR as a result of Response to Comments, Planning Commission edits to the General Plan, and staff-initiated technical corrections and clarifications.

Each revised Draft EIR figure is identified by a lowercase “b” following the figure number, as in “Figure 4.2-2b.”

2. Graphic Revisions to the Draft EIR

The City of Pittsburgh has received numerous comments from the public and the community regarding the Draft EIR. The City has reviewed all comments and has made revisions to the Draft EIR to address the concerns. The following table provides a summary of the revisions made to the Draft EIR:

Comment	Revision
Comments regarding the impact of the project on the environment.	The City has added a new section to the Draft EIR titled "Environmental Impacts" which discusses the potential impacts of the project on the environment.
Comments regarding the impact of the project on the community.	The City has added a new section to the Draft EIR titled "Community Impacts" which discusses the potential impacts of the project on the community.
Comments regarding the impact of the project on the economy.	The City has added a new section to the Draft EIR titled "Economic Impacts" which discusses the potential impacts of the project on the economy.

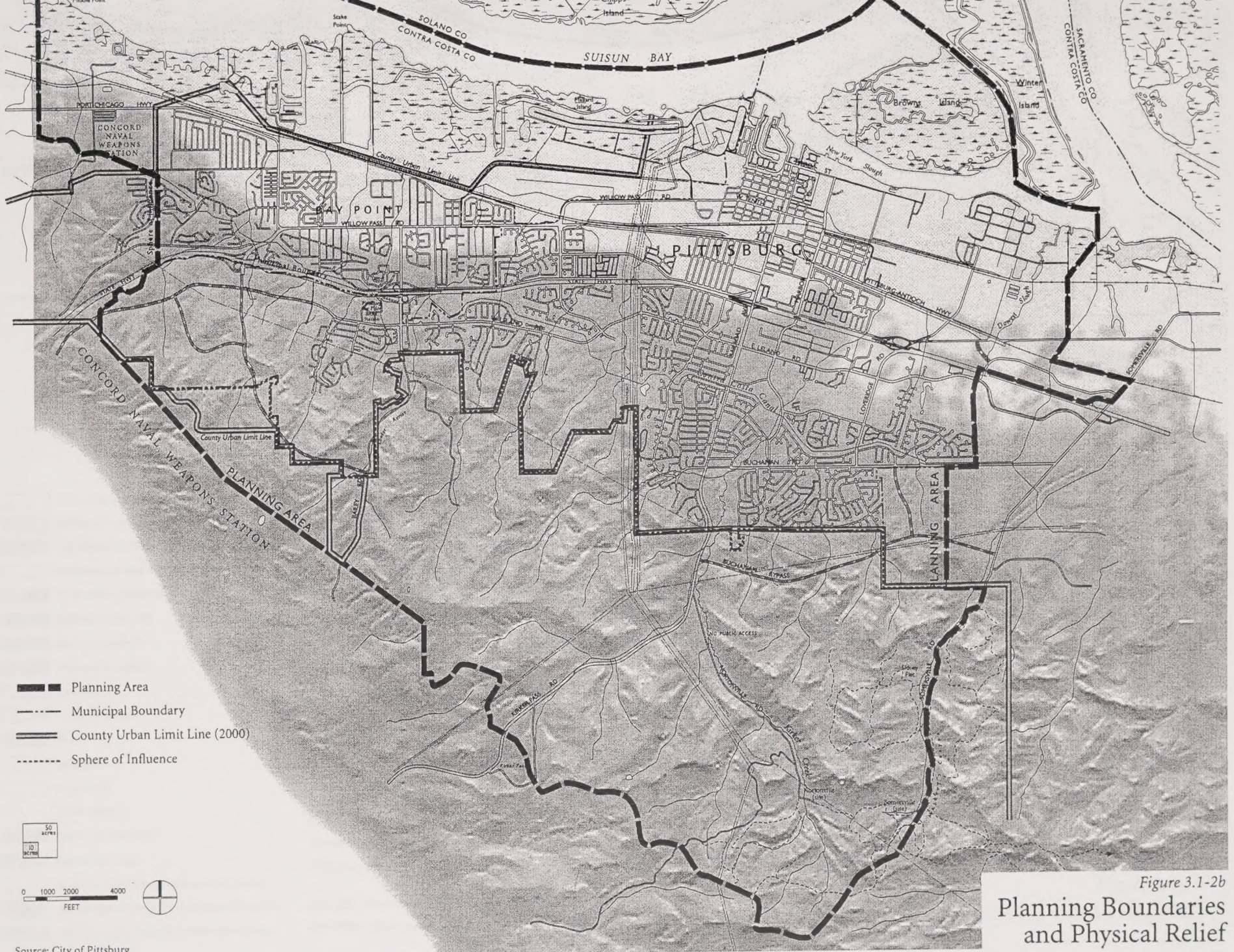


Figure 3.1-2b
Planning Boundaries
and Physical Relief

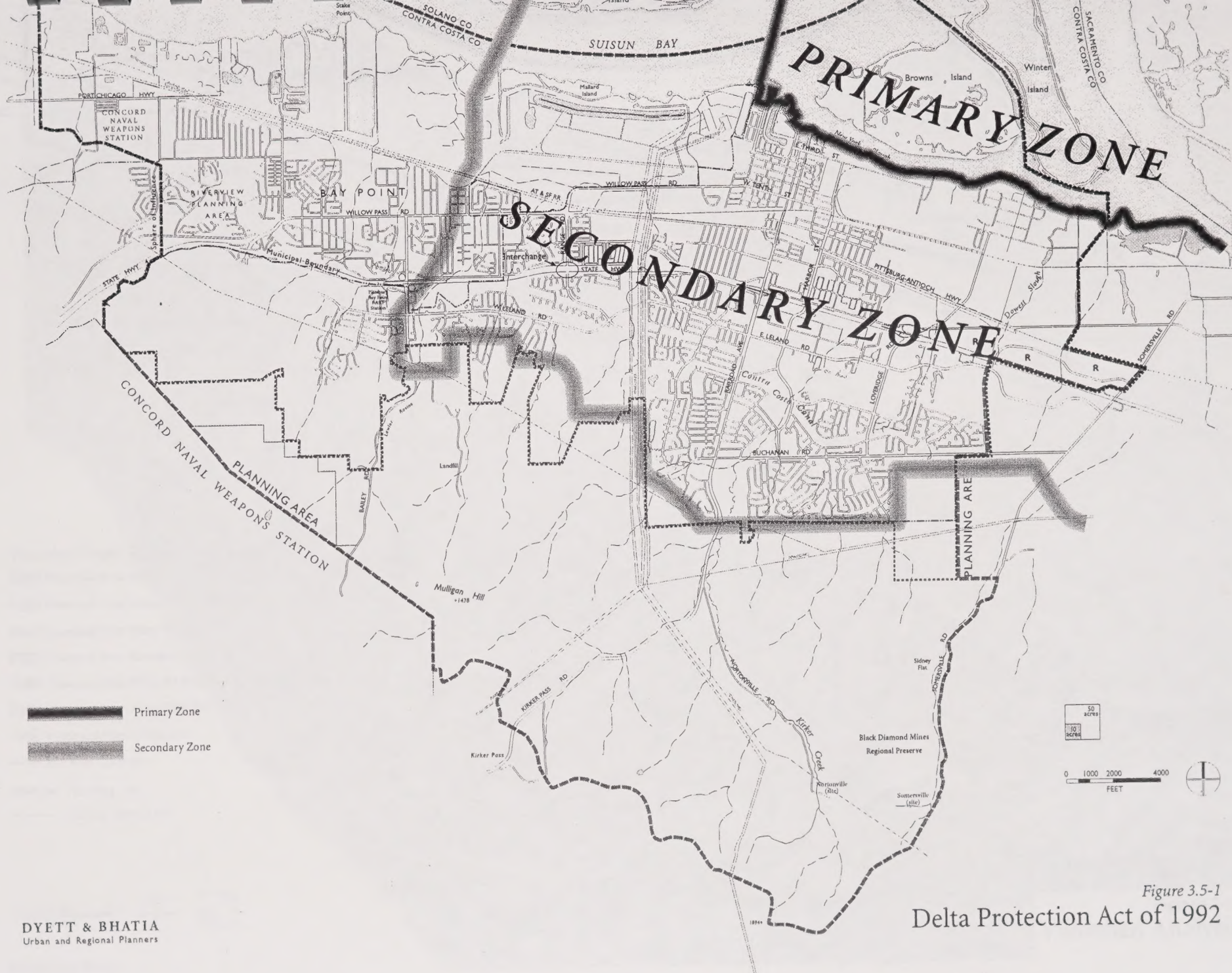


Figure 3.5-1
Delta Protection Act of 1992

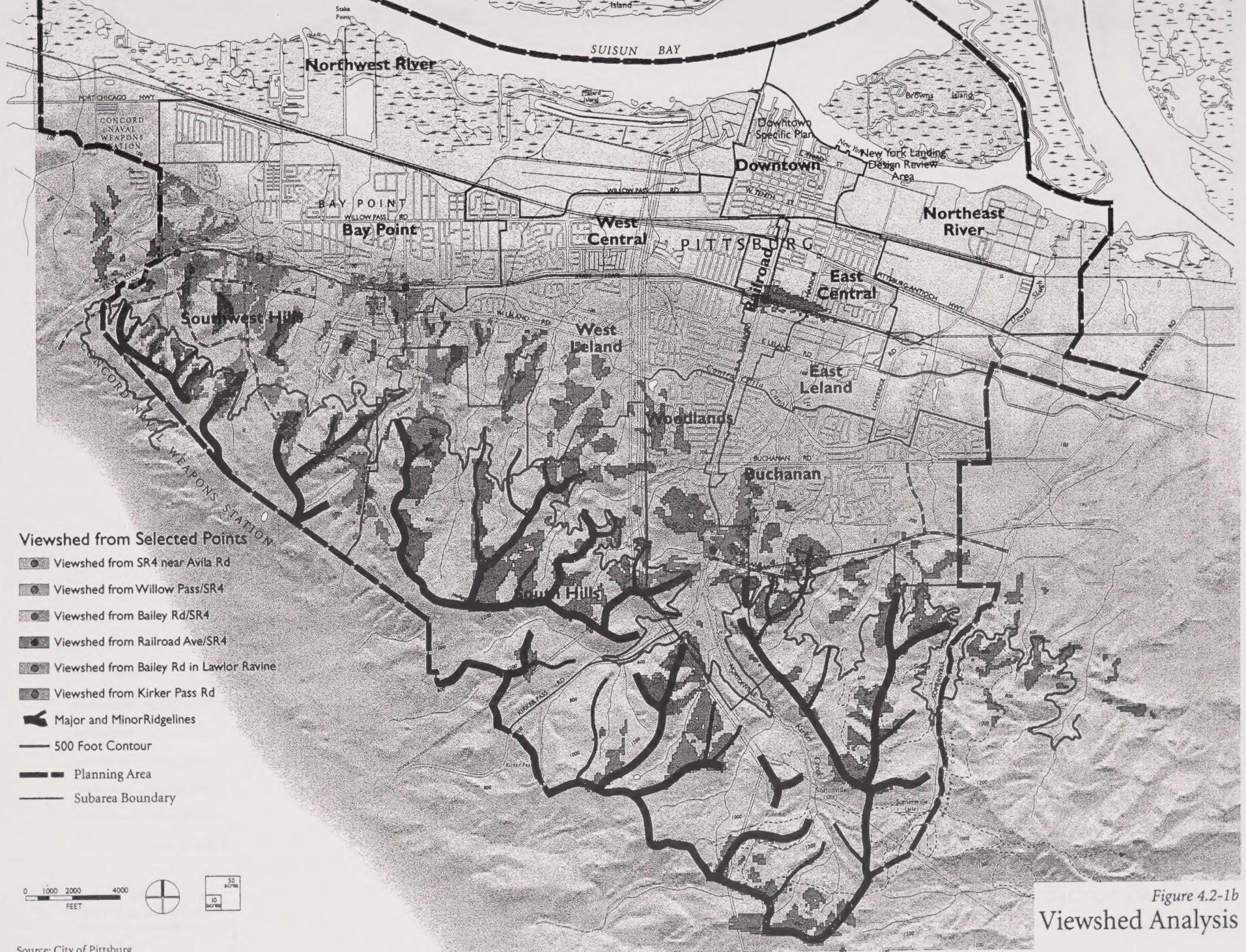
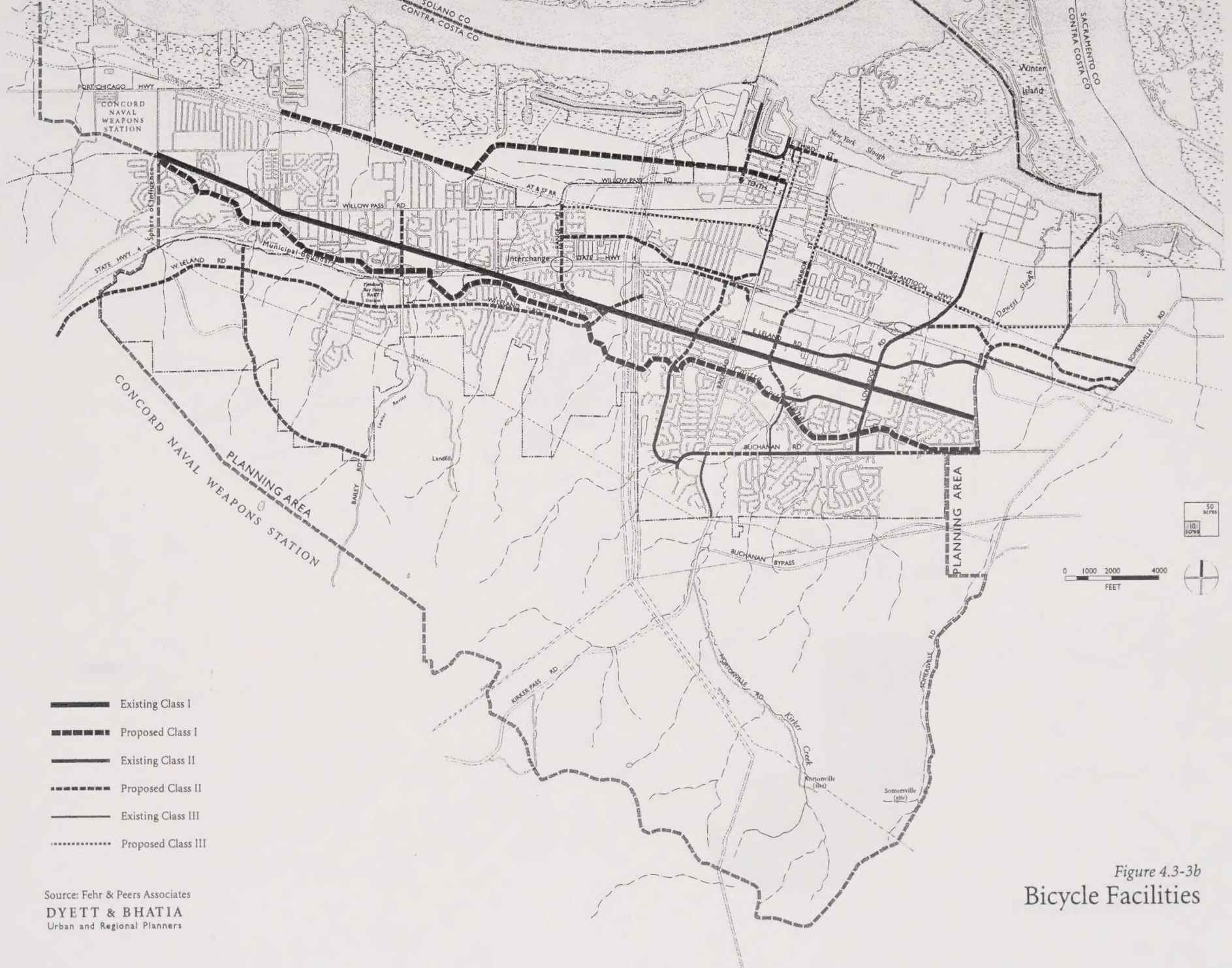


Figure 4.2-1b
Viewshed Analysis



Source: Fehr & Peers Associates
DYETT & BHATIA
 Urban and Regional Planners

Figure 4.3-3b
Bicycle Facilities



Figure 4.5-2b
Park Accessibility

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